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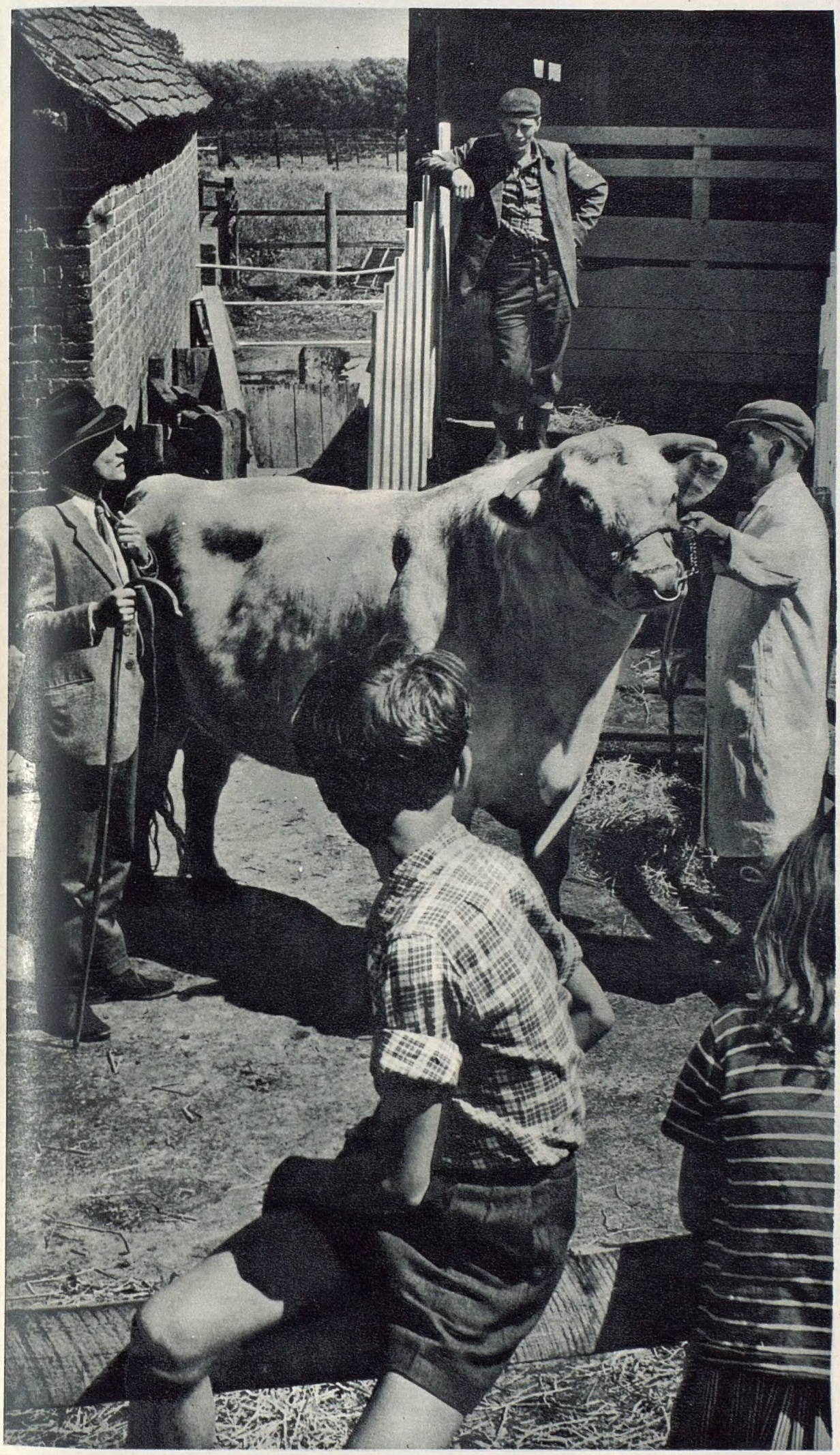

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Volume CCXLV No. 3184

THE SPHERE

LONDON, June 10, 1961

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With which are incorporated *The Graphic* and *Black & White*

PRESIDENT KENNEDY IN PARIS

General de Gaulle gesticulates as he is welcomed by President Kennedy on the steps of the U.S. Embassy in Paris as the French President arrives for a reception in his honour. The primary purpose of President Kennedy's first visit to Paris, since he entered the White House, was to have full discussions with General de Gaulle before he went on to Vienna for his first meeting with Mr. Khrushchev. But while in Paris, the American leader was honoured with the full glittering ceremonial and warm welcome which Paris traditionally accords her distinguished visitors. It became clear that the U.S. President and his wife had caught the imagination of Parisians. There were five long private conversations between the two Presidents. Topics which were discussed included the position of Berlin, on which it was evident that President Kennedy would make clear to Mr. Khrushchev that the West would maintain its firm stand. Other thorny problems included the Geneva conference on Laos, nuclear weapons and events in Africa

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NEWS SUMMARY

Other events in the world during the tour of President Kennedy

After the Kennedy-Khrushchev meeting, two international conferences in **Geneva**—the Fourteen-Power on Laos and the Three-Power on banning nuclear tests—were being watched with keen attention at the beginning of this week. The Chinese attitude to both problems was believed to be a main factor. It was known Mao Tse-tung had bitterly resented the American-Russian talks, and therefore might attempt to prevent any East-West *rapprochement*. In **Cairo** the representatives of twenty-two states met on Monday for the preliminary meetings regarding a possible " Summit " of non-aligned powers in September. In this development, India, Yugoslavia and the U.A.R. are the prime movers.

In **Great Britain** the long struggle over teachers' salaries appeared at the beginning of this week to be by no means over. The Burnham Committee recommended a new basic salary scale of £600 to £1,200 after sixteen years' service. The present scale is £520 to £1,000 after seventeen years' service. Last week-end the executive of the National Union of Teachers recommended rejection of the new Burnham Scale, which would affect 270,000 teachers in England and Wales. Their recommendation comes up before the N.U.T.'s conference at Margate on June 17. The N.U.T. has asked for a basic scale of £700, rising to £1,300 over ten years.

On Saturday (June 10), Sir Anthony Eden is due to make his first major political speech since he resigned as Prime Minister in 1957. As President of the Young Conservative National Advisory Committee, he is addressing a Y.C. rally on Wetherby racecourse, Yorkshire.

The **Dominican Republic,** the larger half of the island of Hispaniola, joined the world's trouble spots last week. Generalissimo Raphael Trujillo, its sixty-nine-year-old dictator, was assassinated. The Trujillo family fought to retain control with the dictator's son, General Raphael Trujillo, taking command of the armed forces. (His father had made him a brigadier at the age of nine.) The Trujillo's figurehead president, Dr. Balaguer, remained in office. It was expected the Organisation of American States would ask to be permitted to send a committee of investigation to the Republic in face of repeated stories of repression and atrocities following the assassination.

Elsewhere in Latin America, Mr. Adlai Stevenson, at President Kennedy's request, was on a seventeen-day tour of ten countries. He started in **Venezuela** last week-end. His aim is to improve relations between the U.S. and South America.

In San Christobal a portrait of the murdered General Trujillo is displayed at the Church in which he was buried

East meets West. Mr. Khrushchev and Mr. Kennedy leave the U.S. Embassy after their first discussion in Vienna

In **Spain** General Franco, addressing the Cortes (the Spanish Parliament) in **Madrid,** reaffirmed his intention of defending Spanish territories in Africa. These are two provinces in the Western Sahara—Ifni and Spanish Sahara, totalling about 135,000 square miles; two cities in Morocco—Ceuta and Melilla; and Rio Muni, a coastal settlement between Cameroon and French Congo. This is part of Spanish Guinea, consisting also of a number of islands in the Bay of Guinea. In Spanish possession there are other small islands round the African coast.

During his speech, General Franco gave a renewed pledge of support to Portugal. Dr. Salazar announced last week-end that he had appointed General Venancio Deslandes, of the Portuguese Air Force, to be in full control of **Angola** to crush the rebellion.

The death-roll in the Afro-Asian race riots following the general election in **Zanzibar** had reached at least thirty-four at the start of this week. Some 300 people had been injured and over 470 arrested. The election on June 1 for the Protectorate's thirty-member Legislative Council under the new Constitution was the second this year. The first vote in January ended in deadlock between the African and Asian parties. Last week's violence began with fighting between rival factions round polling stations.

The final constitution for **Southern Rhodesia** was to be published this week as a result of the visit of Mr. Duncan Sandys, Commonwealth Relations Secretary, to Salisbury. Opposition to the agreement reached between Mr. Sandys and Sir Edgar Whitehead, Premier of Southern Rhodesia, was expected from the Right-wing Dominion Party and from the African National Democratic Party. " Freedom sitters " pledged to break the colour bar in public places were active in Salisbury last week-end. Four who entered a cafe were to face legal charges. On Sunday another group were turned back when trying to enter the Dutch Reformed Church for a white service. On Monday African women were planning to crowd into dress shops and hairdressers.

In the **United States,** " freedom swimmers " —a group of Negroes—came in from the sea on to a beach at Miami, Florida, reserved for white people. Police were called to deal with what might otherwise have been an ugly situation. " Freedom riders " are to increase their activities in the Southern States during the coming weeks.

The British Trade Fair in **Moscow** closed on June 4. During the seventeen days it was open it had been visited by some 1,250,000 Russians and by trade missions from Czechoslovakia, Hungary, Poland and Rumania.

THE NEWS IN PICTURES

President Kennedy's six-day tour of Europe from May 31 to June 5 consisted of a three-day State visit to Paris; two days for talks with Mr. Khrushchev in Vienna; and one day in London for conversations with Mr. Macmillan. At the end of his discussions with President de Gaulle a communiqué stated that they had "in particular confirmed the identity of their views on their commitments and responsibilities towards Berlin." On other matters the talks were "both direct and searching." Before leaving Paris Mr. Kennedy visited S.H.A.P.E. headquarters.

In Vienna, the American President and the Soviet Prime Minister met on the first day in the U.S. Embassy. Having shaken hands before batteries of cameras, they went inside and talked together alone, except for interpreters. Laos was the chief topic of the conversations, which were stated to have been "fruitful." On the second day the Soviet Embassy was their rendezvous. This time the two leaders were accompanied by advisers. Matters broached included disarmament and Germany. Spokesmen declared the talks to have been "useful." On both days the Press conference for the 1,500 journalists waiting for news was held in the Hofburg and was a joint American-Soviet affair. No official comment could be obtained on reports that Mr. Kennedy had been invited to visit Russia.

In Paris Mrs. Kennedy had quickly won the hearts of the citizens. She did the same in Vienna, where Mrs. Khrushchev also found herself extremely popular. On social occasions with the Kennedys, Mrs. Khrushchev had one advantage over her husband. She speaks good English.

In London, Mr. and Mrs. Kennedy stayed with her sister, Princess Radziwill. The President conferred with the Prime Minister on Monday morning. His day's programme concluded with a dinner with the Queen before he returned home

ALLIES AND FRIENDS. MR. KENNEDY AND MR. MACMILLAN LEAVE LONDON AIRPORT

GETTING DOWN TO BUSINESS IN VIENNA

MR. KENNEDY AND GENERAL NORSTADT

THE PRESIDENT AND MRS. KHRUSHCHEV

MR. KHRUSHCHEV, MRS. KENNEDY AND PRESIDENT SCHARF

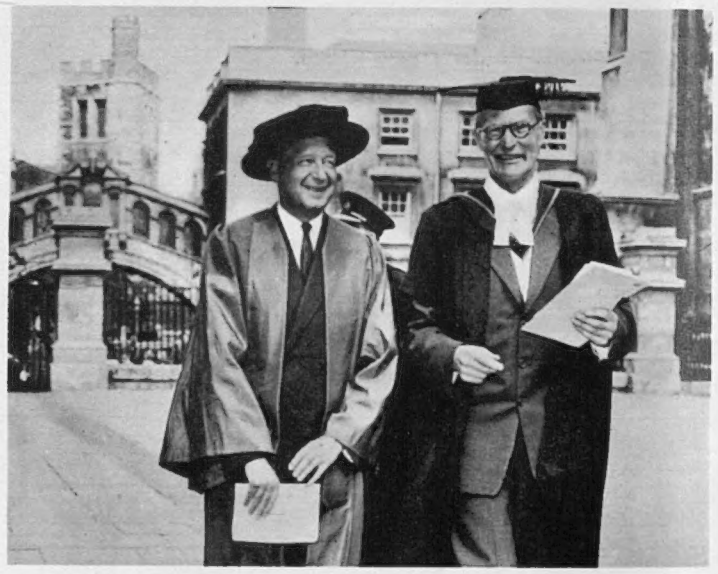
WITH LADY D. MACMILLAN

THE FIRST SKI-JUMPING DISPLAY IN WEMBLEY STADIUM

Willi Egger of Austria makes a jump during one of the heats of the International Ski Jumping competition held at Wembley Stadium, London. Some forty experienced skiers from nine countries took part in the event last week, which was organised by the Ski Club of Great Britain with the co-operation of the Norway Ski Association and the Society for the Furtherance of Ski-ing. Many of the competitors made jumps of over 100 ft. The object of the meeting was to raise money to train young British skiers to international standards. The ski jump was covered with slippery plastic mats and its landing slope packed with artificial snow. It was specially constructed out of scaffolding for the occasion, the first time ski-jumping has been seen in the famous stadium. The jump was erected in 36 hours

DR. BEECHING IN OFFICE

Dr. Richard Beeching sits in his office as the new chairman of British Transport Commission, under a picture of one of the blue Scottish Region electric trains. He took over from Sir Brian Robertson last week. Formerly technical director of Imperial Chemical Industries, Dr. Beeching receives a salary of £24,000 a year in his new post



MR. HAMMARSKJOLD AT OXFORD

Far right: The United Nations Secretary-General, Mr. Dag Hammarskjold (left), walks with Mr. Bryan-Brown, the Public Orator at Oxford, on their way to the Sheldonian Theatre. In Convocation at Oxford University, Mr. Hammarskjold received the honorary degree of Doctor of Civil Law. He was received with warm applause and described by the Public Orator as a "servant of the whole world and a man of boundless courage." The Secretary-General in his speech defended the role of the international civil servant

BY HELICOPTER FROM LONDON TO PARIS

With the chimneys of Fulham Power Station, London, in the background, a twin-engined, tandem rotor Belvedere helicopter takes off from the Westland heliport. Captained by Mr. C. T. D. Hosegood, chief test pilot of the Bristol Helicopter Division of Westland, the aircraft flew to the Paris heliport, carrying a full load of personnel and equipment. The Westland Belvedere is in production for the Royal Air Force: it is reported that a civil version of the helicopter is under consideration for B.E.A. Last year, the Belvedere broke the helicopter record for the journey from London to Rome, taking 8 hours and 13 minutes, including stops

THE NEWS IN PICTURES

President Charles Robberts Swart, shortly after becoming President of the Republic of South Africa, addresses the crowds from the balcony of the Palace of Justice in Pretoria. Left is the South African Prime Minister, Dr. Verwoerd. The inauguration ceremonies last week were marred by overcast skies and rain. In a short ceremony in the Groot Kerk, Mr. Swart was formally sworn in as President, pledging himself to the new Republic in both English and Afrikaans. Among the guests were eight African chiefs led by Cyprian, Paramount Chief of the Zulus. Queen Elizabeth, in a message to President Swart, sent her best wishes to the people of South Africa on the inauguration of the Republic. Messages came from other Commonwealth countries and Mr. Macmillan

THE FIRST STATE PRESIDENT OF THE NEW REPUBLIC OF SOUTH AFRICA

In Madrid, Lord Home, the Foreign Secretary, shakes hands with General Franco. A joint Anglo-Spanish statement issued after Lord Home's visit said that the entire international situation had been examined in an atmosphere of sincerity and frankness. Lord Home said that the object of his visit was to strengthen relations between Great Britain and Spain

LORD HOME AND GENERAL FRANCO IN SPAIN

Far right: In civilian clothes, ex-General Zeller (left) and ex-General Challe are escorted from the Palais de Justice in Paris after being sentenced. The trial before a special military tribunal took three days: both generals, leaders of the abortive insurrection in Algiers, were sentenced to fifteen years penal servitude, convicted of the illegal assumption of command and of provoking an uprising against the State. These charges could have carried the death sentence in France

FIFTEEN YEARS FOR THE TWO GENERALS

DISASTER IN TWO FRENCH SUBURBS

Rescue workers and firemen search among the rubble after a series of landslides and explosions in Clamart and Issy-Les-Moulineaux, suburbs of south-west Paris. At the end of last week, it was known that at least nineteen people had lost their lives and fifty more were injured. The disaster was believed to have been caused by gas mains and power cables being ruptured by a landslip after heavy rain. Violent explosions followed and houses and streets over a third of a square mile collapsed into fissures in the ground. The buildings which were affected included blocks of flats, a factory and a sports stadium. The French Minister of the Interior, M. Roger Frey, announced that a grant of about £7,300 would be made available to assist the victims

"CANBERRA" SAILS SOUTH

A new profile on the world's shipping routes—*Canberra* leaves Southampton on her maiden voyage en route to Australia. **Right:** Mr. John West, of P & O-Orient Lines, aged thirty-three, the designer of the liner

The concept of luxurious leisure has nowadays to be built into any ocean-going liner. Gone are the days when it was enough for a ship to be an efficient means of transport. This is emphasised in the design of *Canberra*, the latest of Britain's luxury liners, built by Harland and Wolff for P & O-Orient Lines at a cost of about £15,000,000. Her layout gives her complement of passengers plenty of space. She sails on the "fair weather" routes, U.K./Australia and Australia/New Zealand/North America. *Canberra* left Southampton last week on her maiden voyage with her full complement of passengers and is due in Fremantle on June 22, to be followed by visits to Melbourne, Sydney and Auckland. She will then go via Honolulu to Vancouver, San Francisco and Los Angeles, before starting on the return voyage. Seventeen passengers are making the round voyage lasting three months, visiting 23 ports in 40,000 miles.

The sleek, uncluttered lines of the new 45,000-ton vessel are seen during trials just before her maiden voyage

To the waves of the crowd t
board. Her twin funnels in

The Cricketers Tavern, ne
tion of cricketing items, rig

t Southampton, *Canberra* leaves Britain, with 2,233 passengers on
nd massive turbo-electric engines are situated at the stern

e of the ship's bars, has life-size paintings of famous players and a unique collec-

ght: Looking aft across the sundecks to the twin funnels during her preliminary cruise

JOHN CONNELL

TAKING AMERICA FOR GRANTED

Our American visitors this year include, as well as the President and the tourists, business men, members of Congress, officials in their dark grey flannel suits, and journalists. One has been my own favourite American newspaperman, Mr. James Reston of the *New York Times*. Mr. Reston is of Scottish origin, and he regards the United Kingdom with exceptionally shrewd discernment. We cannot fool Mr. Reston. He has analysed, with scrupulous, almost clinical care, our attitude towards his country; the portrait which emerges is disagreeable and disquieting. I have a nasty feeling that it is also extremely accurate. I have been abroad so much in recent months that I have acquired the habit of looking at my own country through other peoples' eyes. I have described it as "a sour society," and I have borne my inevitable caning with as much fortitude as I could muster.

Mr. Reston has seen a different aspect of this sourness, in our ambivalent attitude towards America and Americans. We take them far too complacently for granted, and at the same time we openly resent them. Mr. Reston holds that isolationism is not dead, but has merely crossed the Atlantic; and he argues that just as Americans lived their isolated lives behind the Royal Navy in the 19th century (and, I would add, quite far into the 20th century), so now we, in our own parochial way, are living behind the U.S.A.A.F. and its rockets. And just as a generation ago, when I was in my twenties, Americans enjoyed and resented Britain's world leadership, so now we get all the benefits we can out of American leadership, yet we resent it and get a kick out of American mistakes in Cuba or Laos or anywhere else.

In the White House, President Kennedy holds a meeting with his Joint Chiefs of Staff. From left are, seated: General Curtis Le May (U.S. Air Force); General Lyman Lemnitzer (chairman); President Kennedy and General D. M. Shoup (Marine Corps). Standing are General G. H. Decker (Army); and Admiral Burke (Chief of Naval Operations)

Americans regard the tension between themselves and the Soviet Union as the outcome of a profound philosophical difference; they see Communism as a challenge, at once total and subtle, to the concept of freedom in which they passionately believe. Mr. Reston sees us as practically committed, because we like the shelter provided by those rockets, but indulging ourselves in the moral illusion that there is merely a struggle for power between "two rather awkward and distasteful giants," the Soviet Union and the United States.

He thinks that this attitude is manifest in what we do rather than in what we say; and he lines up other Western European countries, with the sharply pointed exception of Germany, in this condemnation. We are not, he says, pulling our weight in our self-defence. We in Britain have ended conscription while America retains the draft. How do our rather sobby little newspaper stories about the last National Service man look in American eyes? France too, Mr. Reston says, "can keep its forces out of Nato, and glorify French nationalism"; but have we or the French taken any heed of the political repercussions of our actions in the United States? Have we realised that our genial tolerance of pacifist demonstrations against American nuclear bases in Scotland may have an unpleasant effect in America? Have we faced the possibility that if we snarl "Yanks, Go Home" loudly enough and long enough, the Yanks may very well go home?

We cannot perpetually go on having our cake and eating it. That, I take it, is the burthen of Mr. Reston's sombre song. There are, of course, answers to most of his criticisms, penetrating though they are. We have abdicated, says Mr. Reston. Yes, but in how much is our abdication due, over the years, to American pressure—in India, in South East Asia, and now in Africa? Sir Roy Welensky for example, has had to endure the rough end of American policies. Is it not possible that the United States' determination to "liquidate colonialism," and the British Government's capitulation to that resolve, have landed my friends in Kenya in the tragic mess whose extent is at last being realised?

We are indeed quitting the seats of power, but to what extent are we being pushed by the Americans? We are not contributing our proper share to our own defence, and we are letting the United States shoulder the major burden. But how far is American strategy concerned, in the last resort, with our defence, and how far with America's defence? We have been a large-scale aircraft carrier; now in the 1960s we are a convenient launching site for medium-range inter-continental ballistic missiles. I think the youngsters who canoe up and down in Holy Loch are as perverse and foolish as they are ill-mannered. But even the staunchest supporter of the Atlantic Alliance can be forgiven for wondering whether there is not a certain element of risk in the presence of those submarines in British waters. It is a risk, I hasten to add, which I myself am convinced we must take.

If we are able, while sitting smugly pretty under American military protection, to be tetchily critical of American policy, is it not conceivable that, in our opinion, that policy is often somewhat hamhanded? In view of Laos and the Cuban muddle, may not some at least of our tetchiness be justified?

But I agree wholeheartedly with Mr. Reston that our attitude must appear exasperating to Americans, and that its consequences may not be very agreeable to us. Americans are neither stupid nor insensitive. They are acutely conscious of the responsibilities which they have assumed in the last two decades. The heaviest burden of all, in their view, is a philosophical one. They do believe that the freedom of mankind is at stake. It is not in their minds to go to war to restore freedom to millions who, in their opinion, are deprived of it. This is because they are a profoundly pacific people. But they have, as they think, set limits to the encroachments on the area of human freedom which now exists; and they are prepared, albeit reluctantly, to fight to defend that freedom; which they believe to be as much ours as theirs.

Since we share freedom, we ought, Americans think, to share the weight of its defence; and this, they are beginning to suspect, we are not doing. It is, alas, no use our tranquilly boasting about what we did in the 1940s, with sly references to the date at which the United States entered the war. The Americans point out with some justification that they and we are living in the 1960s; and in the dangers of this era we cannot go on taking the Americans for granted.

WASHINGTON FROM THE AIR

In this new aerial photograph of the capital of the United States, the numbered buildings are: (1) The Capitol, with its dome crowned by the Statue of Liberty; (2) the old building of offices for members of the House of Representatives; (3) the new building of House of Representatives offices; (4) further House of Representatives offices under construction; (5) the Library of Congress; (6) the Library of Congress Annexe; (7) the Supreme Court; (8) the old building of Senators' offices; (9) the new building of Senators' offices (every member of Congress has his own office in Washington); (10) Union Station; (11) Post Office; (12) Pennsylvania Avenue; (13) Constitution Avenue; (14) Federal Triangle

Left: Another part of Washington. (1) Tidal Basin; (2) the Jefferson Memorial; (3) the Washington Monument, a plain square obelisk of white Maryland marble, 555 ft. high; (4) the White House; (5) the Bureau of Printing and Engraving and, (6), its Annexe; (7) Department of Agriculture; (8) Department of Commerce; (9) Department of Labour; (10) Internal Revenue; (11) Department of Justice; (12) the Smithsonian Institute; (13) the National Archives; (14) the Apex Building; (15) the National Gallery of Art. The United States was the first country to plan and build a capital to be the seat of its government. The site for Washington was selected in 1790 by the river Potomac on the borders of Maryland and Virginia in a special territory named the District of Columbia. The foundation-stone of the Capitol was laid three years later

The Derby field passes the Mile Post at Epsom. Among the last horses is the outsider Psidium, who came through to win by two lengths and provide one of the most surprising Derby results for many years

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

PRINCESS MARGARET'S BABY. The nation was obviously pleased to learn that Princess Margaret expects a baby in the autumn. The child, it was pointed out, will be, temporarily perhaps, fifth in line to the Throne. If in the eyes of authority it be considered inappropriate that one so near the Throne should be plain Mr. or Miss Jones, the remedy is easy. Princess Margaret can be created a Duchess, Marchioness or Countess in her own right. That method of ennobling the issue of her marriage is far preferable to any other. In due course, without doubt, Mr. Armstrong-Jones will win honours off his own bat and I imagine he is modest enough to prefer to rise by merit and not to join the experts in the Upper House until fully qualified in some important field of national life. Recent events have brought under rather wider, if unimpassioned, discussion both the hereditary system and the usage of courtesy titles; and some might argue that it would not make much difference (should Princess Margaret give birth to a daughter "fifth in succession") whether the child was known as (say) Lady Victoria Jones or Miss Jones. But it is obviously more fitting at this juncture that any title allotted should be derived from her Royal Mother.

There was criticism some time back when it was announced that Princess Margaret and her husband were to move into larger premises in Kensington Palace; and in truth, the announcement was rather unfortunately timed. It is fair to say that their present lodging, though it has about 20 rooms, is not commodious by Royal standards, least of all in living rooms, and is as ill-adapted for nursery needs as it is for the necessary staff accommodation for Royal personages who require a Secretariat; though it is true that George V very cheerfully made do with the cottage at Sandringham which was even more unsuitable for the staff of a King.

A WORD FOR THE SPANIARDS. Mr. Butler came under criticism again, this time on foreign policy. He was criticised for stealing Lord Home's thunder, though the general public, at least, did not know whether the Foreign Secretary, if he intended to thunder, would thunder from the right or the left. He did neither. But what frightfully dangerous things these private dinners are ! The flow of soul induces even experienced politicians to use and say a few amiable words, and for certain there will be "a chiel among them" taking notes and broadcasting them. For my part, I comment from a domestic and not a political angle, and I approve Mr. Butler's reference to the hardship of Spain's long cold-shouldering since the war or indeed since the Spanish war. Her regime may be authoritarian, but so is Portugal's, if it ever comes to the question of Nato admission. But politics apart, our Western civilisation to-day is not so outstandingly decent that we can easily justify the cold-shouldering of a people who, where they are poorest, reveal the most acceptable virtues; good manners, honesty, affection, good humour and a willingness to work hard, to save and to shun the rotten diversions and vices of more affluent societies. In short, I speak as one who has often employed foreign servants in his home, and,

This photograph of the Duke of Kent and his bride, Miss Katharine Worsley, taken by Cecil Beaton, will be reproduced in colour in next week's issue of *The Sphere* (June 17). The issue will also contain pages of photographs taken at their marriage in York Minster; as well as all the other regular *Sphere* features.

Orders for next week's issue, which will be at the usual price of 2s. 6d., should be placed now, with your usual newsagent, or direct (enclosing 3s.) with The Publisher, "The Sphere," 13, John Adam Street, London, W.C.2.

Psidium (extreme left), the 66 to 1 outsider ridden by the French jockey R. Poincelet, wins the Derby from Dicta Drake (second from the left), a 100 to 8 chance with M. Garcia up, and the 13 to 2 Pardao (W. H. Carr up), who is third from the left. All first three horses were owned by women. The winner was trained by H. Wragg at Newmarket

Mrs. Arpad Plesch, the owner of Psidium, greets horse and jockey as they come in after their victory at Epsom

outstanding among all he has come in contact with, the northern Spaniards shine for those virtues which sweeten an employer's heart in the ceaseless struggle to keep the home fires burning. Fancy looking down your nose, politically or otherwise, at the last survivors of a more decent civilisation, or at virtues which thrive and survive best in the least affluent societies. But whatever Mr. Butler said or intended to say or didn't say, any suspected kind word about Spain hands to the Socialists on a plate a piece of cake, a rare opportunity for a "united front" in hypocritical criticism.

CRIME, CANING AND STATISTICS. The restoration of corporal punishment continues to be fiercely contested. Sir John Moore was quietly buried at Corunna. Sir Thomas refuses to be buried quietly. God forbid that I should enter the lists again, on the side of the angels (or life-peeresses) or on the other side. Of course it is regrettable that wage-snatches and bank robberies seem to be as easy as falling off a greasy log and that all teenage girls must be brought up to regard every grown man, who takes a walk or drives a car, as a probable ravisher. The only point I will make concerns the giant fool's cap which the controversy places on the head of the word *Statistics*. Both sides take their stand on *Statistics*. Opinion poll statistics assure the "whipping boys" that 73 per cent. of the British people want corporal punishment restored. World statistics on crime and punishment assure Lady Elliot and her side that corporal punishment is no deterrent and probably an incitement to crime. Should Mr. Butler, then, bow to opinion or adhere to the statistics flourished by Lady Elliot on which her own obstinate and sincere belief is founded? There is only one point remaining for his second thoughts. Is the public, if it has a majority opinion on this issue, entitled to a say in the matter? Some say yes. They argue that the people made a contract with the State. They surrendered their own power to exact vengeance for crimes of violence in return for the State's promise to do it for them and to protect them. This the State cannot now do, and there is a danger that, outraged by the State's failure, the public may soon take the law into their own hands. Protesters nowadays are a formidable section of the nation: hitherto they have been moderately passive, tiresome and mildly ridiculous. If they suddenly became lynchers and K.K.K., it might be awkward. Such things happen in less "blessed" lands and might happen here. Time is not on Mr. Butler's side. His humane cures are long-term. Meanwhile . . . .

TV MAKES A DIFFERENCE. There was no early sign of a feverish rush to secure seats to view the Royal wedding procession in York on June 8. Stands for 2,500 (at a price) were not deemed too many by the Council. But on the opening day for applications only 20 letters were received. In short the officials at first feared an utter flop. I should have supposed that, next to a Cup Final, a Royal wedding would be the most likely event to draw the public, and I still expect that the seats allotted will be filled on the day, and that many will be turned away—"They say" that television is already making the difference. The courtly Dimblebys have learned to paint even more coloured pictures than the eye can see. It is cheaper and more comfortable as well as more colourful to take in pageantry through the eyes and the ears, from an armchair, even before colour TV arrives; if the colour be supplied by a master of the ceremonies of the Dimbleby quality. True, when it comes to describing the bride's wedding gown and the frocks of the fashionables, every woman prefers her own eyes to the amateur descriptions of a mere man, even a Dimbleby. But TV provides for that and supplies the compère with a commère to take over that important part of the broadcast. But there it is; TV *is* making a difference and the armchair and little screen are winning the day against the early rising, the long wait, the stiff price and the grid-iron bench in sweltering sun or icy north-easter. And when the show is a football match against a Latin race, there's a lot to be said for TV as a censor. The spectator on the ground is spared nothing of the fouling, swearing and fisticuffs which sometimes mar the sportsmanship. TV can switch over to another part of the ground, or blot out some of the brawling when gamesmanship wins the upper hand.

AERE PERENNIUS. A picture of Mr. John Christie, taking a preview of his own head in bronze, unveiled by Lady Violet Bonham-Carter recently in the garden of Glyndebourne, reminded me that very few men enjoy the glory and privilege of a statue raised to them in their lifetime. The admirable statue of Charles Gore, First Bishop of Birmingham, outside the Cathedral, was a case in point, and it gave great pleasure to a fairly modest man. Foch, I think, was another case and no doubt Wellington, *passim*, and Churchill. Usually, I suppose, the glory has come to men who have lived on for decades after the deeds which won them their greatest claim to fame. Queen Victoria, rather exceptionally among Royal Personages, was pretty well served in her lifetime, but even good sovereigns for the most part are denied the privilege of statues raised in their lifetime. It is a privilege of fame and quality which is certainly comparatively rare. But there is something to be said for a permanent memorial to a man (or woman) before old age has obliterated some of the strength and vigour of his face.

THE OLD STAGER.

ENTERTAINMENT

THE ROYAL TOURNAMENT

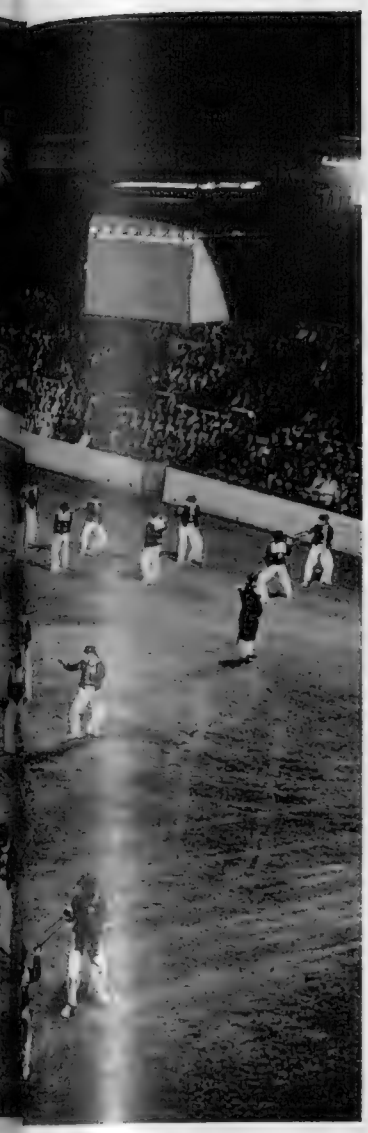
at Earls Court

The Musical Ride, one of the most popular items in the Tournament, is performed by the Household Cavalry. Sixteen corporals and troopers of The Life Guards and sixteen members of the Royal Horse Guards (The Blues), wearing ceremonial uniforms, are led by a kettle-drummer riding the drum horse "Hannibal" and by four Trumpeters

The seventy-first Royal Tournament is being held until June 17, having taken place annually with the exception of the war years since 1880. Not only does it give a chance to the general public to see something of the life of the armed forces, it also enshrines many traditions of the Army, Navy and Royal Air Force. This year outstanding features are an airborne assault carried out by members of the Parachute Regiment and a demonstration of "Search and Survival." In the first display, the Red Devils drop from the roof of the arena by parachute. Their equipment enables the parachutist to jump, land safely, get out of his parachute, and be ready for immediate action, all within sixty seconds of leaving the aircraft. Also being dropped in this display is a 106-mm. anti-tank gun and its vehicle. The demonstration of "Search and Survival" shows techniques which have been extensively developed over the last few years. Members of the crew of an aircraft in distress bail out and are rescued by an R.A.F. launch: the pilot crashes in the mountains and is brought down a rockface by an R.A.F. rescue team assisted by a specially trained dog. No Royal Tournament would be complete without the old favourites—the Navy's field gun competition and cutlass and hornpipe display, gymnastics, and the mounted Musical Rides.

Dressed in the sailors' rig of the early nineteenth century, young ratings from all branches of the Roya

Right: The Field Gun Display by the Royal Navy. Crews from Portsmouth and Devonport transport their dismantled 12-pounder 8-cwt. guns across the varied obstacles of the 220-yard-long course



oyal Navy, give a cutlass display

Members of the Parachute Regiment land on the floor of the arena during the Airborne Assault

In the R.A.F. Flying Training Command's display "Search and Survival," a launch pulls alongside a dinghy. Background is the "Operations Room"

THE VOICE OF THE COMMON

CANADA

The Hon. Howard Green, Secretary of State for External Affairs, has just announced a new type of Colombo Plan assistance which has been arranged with Malaya and Singapore. At the request of the Governments of the Federation of Malaya and of the State of Singapore, Canada has approved a project whereby the University of British Columbia will establish and develop, in the Kuala Lumpur and Singapore divisions of the University of Malaya, courses in accounting and business administration. The University of British Columbia will also undertake the necessary research in business and industry in the Federation of Malaya and in the State of Singapore with a view to adapting these research findings for teaching purposes.

This is the first occasion when a Canadian university has undertaken a programme of technical assistance as the agent of the Government of Canada. The project, subject to annual review, will continue over a period of five years, and will involve sending out to Malaya and Singapore members of the faculty of the University of British Columbia for research and teaching duties.

When the programme is well launched in the two universities abroad, it is proposed to bring to Canada selected students from the universities at Kuala Lumpur and at Singapore for training at the University of British Columbia and elsewhere in Canada. Upon completion of their training these students will return home to replace successively the teaching and research staff of the University of British Columbia in the University of Malaya. When this programme is in full progress there will be six faculty members of the University of British Columbia at the Kuala Lumpur and Singapore divisions of the University of Malaya, and six students from the University of Malaya who will be pursuing their studies in Canada.

The costs of this programme, including salaries of the professors of the University of British Columbia abroad, and the training of students from Malaya and Singapore in Canada, will be met from funds voted to finance Canada's participation in the Colombo Plan. It is thought that this project, undertaken by the University of British Columbia on behalf of the Government of Canada, may be the first of a series of such arrangements whereby a Canadian university or other institution would undertake a specific programme of technical assistance on behalf of the Canadian Government.

Lord Amory, former Chancellor of the Exchequer, is to succeed Sir Saville Garner as United Kingdom High Commissioner in Canada next autumn. Aged sixty-two, he entered Parliament as Conservative Member for Tiverton in 1945 and became Minister of Pensions in 1951, of Agriculture in 1954 and Chancellor in 1958. He was created a Viscount when he retired from office last year. Lord Amory has made several visits to Canada

Below: The eight women who have just arrived at London Airport are from Northern Nigeria. They have come to study the part played by women's organisations in Britain

NEW ZEALAND

For twenty-one eventful years in the history of aviation Tasman Empire Airways Limited has operated steadily-expanding air services in the South Pacific. Within a few days of this year's anniversary of its first flight it was announced that the New Zealand Government had purchased Australia's shares in the airline, for £NZ811,400, their par value, and thus acquired full ownership.

TEAL aircraft are important, not only for the prosperity and future growth of New Zealand, but for the people of the South Pacific as a whole. The company carries more passengers to Australia than any other airline, operating from Auckland, Wellington and Christchurch to Sydney, Brisbane and Melbourne on the other side of the Tasman Sea. It has regular services to Fiji, Tahiti, Samoa and Norfolk Island.

The inaugural flight, in 1940, was made by a Short Empire-class flying-boat carrying only ten passengers. Flying-boats, later Mark IV Solents, gave way finally on the Tasman routes to DC-6 airliners in 1954, but it was only a year ago that the last Solent made its final trip over the 4,600-mile Coral route to the Pacific Islands. Now Lockheed jet-prop Electras, carrying 71 passengers, are in use.

TEAL'S first flight across the Tasman Sea took ten hours. Now the trips take less than four hours. In the first year of operations 1,456 passengers were carried. To-day more than 103,000 passengers are carried annually. In only four of its first twenty years has the airline made a loss, and profits soared to a record of £NZ235,880 in 1956-57, helped by the Olympic Games in Melbourne.

In the years of operation, which include considerably more than 10,000 crossings of the Tasman Sea, no lives have been lost on TEAL flights. The esteem in which the airline is held by world aircraft organisations was indicated in 1952 by the award of the Cumberbatch Trophy. This British trophy, awarded by the Guild of Air Pilots and Air Navigators, was made for outstanding contributions toward the maintenance of safety in the air. The Guild also honoured a TEAL pilot, Captain J. S. Shephard, A.F.C., by awarding him its Brackley Memorial Trophy for 1960. This trophy, formerly dedicated to the operation of flying-boats, may now be awarded " for outstanding work contributing to the operational development of air transport or transport aircraft or of new techniques in air transport flying." For twenty years in command of flying-boats and logging more than 12,000 flying hours, Captain Shephard pioneered TEAL's Solent service to the Pacific Islands—the last international flying-boat service of any consequence in the world—and has been described as having earned for himself an undying place in the aviation history of the South Pacific.

PAKISTAN

This is census year in Pakistan, as in some other countries of the Commonwealth. The count has already been taken and provisional figures made public. Pakistan's total population is 93,700,000, which means an increase of 23·7 per cent. over the figure for 1951, the year of the last census. Of this total about 50,800,000 live in East Pakistan, 40,800,000 in West Pakistan, and 2,100,000 in Karachi, which was until recently federal territory. Division between the sexes is: 49,200,000 males and 44,500,000 females.

The results of a preliminary study have revealed some interesting trends. One is the phenomenal increase in the population of Pakistan's principal cities. For instance, Karachi registered an increase of 79·4 per cent.; Lahore 52·8 per cent.; Dacca 64·6 per cent.; Hyderabad 79·3 per cent.; Lyallpur 138 per cent.; Multan 88·4 per cent.; Gujranwala 62·8 per cent.; Narayanganj 119·2 per cent.; Khulna 204·8 per cent.; Montgomery 50 per cent. and Bahawalpur 100 per cent.

The explanation for this rate of increase does not lie in higher birth rates. If anything, the natural rate of increase in cities is probably less than in rural areas. One explanation lies in the preference shown by refugees for urban areas. Even those who were uprooted from rural areas preferred to settle in Pakistan in urban areas mainly in expectation of speedier rehabilitation.

Another explanation lies in the natural link between economic growth and urbanisation. As a general rule under-developed areas of the world are less urban than developed. To take a relatively arbitrary definition, if we regard those areas as under-developed where more than 50 per cent. of occupied males are engaged in agriculture, only about 10 per cent. of their population will be found to live in cities. In industrialised countries the proportion is about 30 per cent.

In considering the rate of urbanisation in Pakistan, it is necessary to note the meaning that is given to " urban area " and " city." The term " urban area " includes cities, towns, municipalities and any other continuous collection of houses inhabited by no fewer than 5,000 persons. A city is an urban area with a population of 100,000 or more. Admittedly arbitrary, the definition is, however, useful, and, since it is

WEALTH

A Canadian University's plan for Malaya; expanding airways in New Zealand; Pakistan census; Ghanaians massacred in Congo

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

derived from local conditions, it is more meaningful than the mere numbers mentioned. In Pakistan it has been observed that people living in population groups of fewer than 5,000 are generally engaged in agricultural pursuits and their way of life is recognisably different from what may be described as urban.

In recent decades the rate of urbanisation in Pakistan has been higher than in the previous. As new factories spring up, towns spring up around them. The administration in Pakistan is anxious to avoid the evils that attended the process of urbanisation resulting from the industrial revolutions in Europe, when big slums were an almost inevitable concomitant of huge industries. Planners have, therefore, tried to disperse industry as widely as possible.

Another point of interest relates to the link between overall density and the size of the urban element. It has been observed that some highly urbanised parts exist in some very sparsely-populated areas of the world. A comparative study between the east and west zones of Pakistan reveals a definite conformity to this pattern. East Pakistan, with a total population of 50,800,000 and an area of 54,500 square miles, has a density of 922 persons per square mile. West Pakistan, with a total population of 40,800,000 and an area of 310,236 square miles, has a density of only 136 per square mile. But the ratio of urban population is much less in East Pakistan than in West Pakistan.

GHANA

More details have come to light of the circumstances in which a Ghana force of some forty men was wiped out while serving under United Nations command at Port Franqui, in the Kasai Province of the Congo. The evidence is that the garrison was massacred as a reprisal for two Congolese soldiers who had been killed in an engagement with a Ghanaian relieving force. The normal strength of the Force Publique unit at Port Franqui was 190. There were 90 Ghanaians. Relations between the two forces had been excellent and they had shared duties. But after the action involving the death of the two Congolese soldiers an extra 200 men were added to the Force Publique garrison.

The events which followed were clearly in line with a preconceived plan. Ghanaian posts, which were scattered at various vulnerable points, consisting in some cases of only eight men, were surrounded with overwhelming numbers of Force Publique soldiers and armed civilians. As the situation became more threatening, the Ghanaian units tried to parley with the Congolese. United Nations orders at the time stipulated that fire would be opened only in self-defence and as a last resort.

One by one, the Ghanaian posts were taken over and their arms removed without a shot being fired. The soldiers, including two British officers, were murdered the next day.

A background note to the tragedy was supplied from the Ministry of Defence in Accra. "The basic reason for such a state of affairs" it said "is that soldiers employed on semi-police duties for an indefinite period among their fellow Africans tend to forget their military training and cease to think of themselves as fighting men.... A Swedish officer, now dead, ordered the soldiers not to fire without an executive order from him. This order was never given. A British Second-Lieutenant went to the extent of laying down his weapon before parleying with the Congolese. This brave but fruitless gesture enabled the Congolese to get so near in such force that effective fire became impossible."

News of the disaster was received in Accra with shock and anger and there was speculation that it might lead to the withdrawal of Ghana troops altogether. In the event, this has not happened. Doubtless, the view was taken that no purpose would be served in further weakening the U.N. force despite the provocation. At home, the Government took swift and humanitarian action to relieve the distress of the bereaved families. Compensation totalling several thousand pounds is being awarded and a special pensions scale has been worked out. Children will be educated at the Government's expense and the families may continue to live in army quarters as long as they wish. And a "worthy memorial" is to be erected in Accra to the men who, to quote President Nkrumah, "died, not on active service against an enemy, but while engaged in a peaceful mission in defence of the Congolese people and in the service of the United Nations."

Mr. E. M. Barning, a student from Ghana, is presented to the Duke of Edinburgh at Guildhall in the City of London. The occasion was the inauguration by the Duke of Commonwealth Technical Training Week, which was held from May 29 to June 4

Boys of the Holloway County School test a new type of speaking clock, which has been designed for overseas use, at the City and Guilds of London Institute's exhibition at the Royal Exchange during Commonwealth Technical Training Week

Princess Alexandra talks with Miss Vinetta Luke, Vice-Chairman of the Trinidad and Tobago Federation of Women's Institutes, at the opening of the annual meeting of the National Federation of Women's Institutes held at the Royal Albert Hall in London

NAIROBI'S MODERN BUILDINGS

In little over sixty years, Nairobi has developed into one of the most modern cities in Africa. Settlement began on the site 5,500 ft. above sea level in 1899, when a railhead camp and stores depot were established in connection with the construction of the line from Mombasa, on the coast, to Uganda. The city received its Charter from the Duke of Gloucester in 1950 and today it has an estimated population of about 242,000 (24,000 Europeans, 78,000 Asians and 140,000 Africans), living in an area of 32 square miles.

Not the least virtue of Nairobi is that since 1945 its town planning has been carried out on the basis of a master plan. Delamere Avenue is the principal street but the longest thoroughfares are Government Road and Princess Elizabeth Way. (The Queen was in Nairobi a few days before her accession in 1952.) Government Road has recently been reconstructed and multi-storeyed buildings are going up along its sides. Almost everywhere in the commercial and residential areas there is much carefully-planned construction. No other city in the world can boast a national game park on its doorstep. The famous Royal National Park, in which lion and other game and a vast number of birds live in their wild state, is a mere few minutes drive from the centre of the city.

Avondale Flats, a block for Europeans, is in Anderson Road in the capital of Kenya

These flats are for Asians in the Ngara area of Nairobi

The new shopping centre in Hurlingham Road has flats for Europeans on the upper storeys

The Overland four-storey parking garage in the foreground has behind it the City Hall. To the left of the gardens are the Law Courts. In background beyond the gardens the Police H.Q. are in centre. The tallest building on right is the Ministry of Works, with the Lands Department in front

The view of Government Road from the railway station end. To the right of the roundabout is Church House. The first building on the left-hand side is Pioneer House and to its left is the new building under construction for the Life Insurance Corporation of India. Government Road runs through the centre of Nairobi and along it are many banks and commercial offices. Among other buildings in the city are the headquarters of the principal government departments and of the East Africa High Commission

The first building on the left along Princess Elizabeth Way is the Kenya Broadcasting Service H.Q.

BRIAN VESEY-FITZGERALD

SCUNTHORPE—BOOM TOWN

I enjoy visiting places new to me no matter how industrialised, how ugly, they may be: I would much rather do this than spend a holiday abroad, for there is so much of Britain that I have not yet seen and do not know at all. Whenever I go to a town for the first time I always endeavour to get hold of the official guide beforehand. Official guides must be taken with a pinch of salt, for they are invariably written by short-sighted gentlemen wearing rose-coloured spectacles. Reading them is an art, but once you have learnt to disregard the adjectives and to make adequate allowance for local patriotism, they become invaluable; mines of useful and accurate information.

So, when I knew that I must visit Scunthorpe, in Lincolnshire, a town of which I knew nothing at all, I was at pains to secure the official guide. Let me quote from this:

> To anyone who does not know Scunthorpe, the town will come as a pleasant surprise. In the public mind manufacturing is inseparable from " back-to-backs " and grime—and the more basic the manufacturing, the more grime the public expects. Yet in Scunthorpe, where two to three million tons of ironstone are mined every year, where blast furnaces light up the night skies, where much of the country's pig iron and steel ingots and castings are produced, you will find streets and living conditions as pleasant as those in purely residential towns.

I set off on the journey to Scunthorpe prepared to be pleasantly surprised. I was certainly surprised.

Actually, my first surprise came when I started to plan the journey. Virtually, there are only six trains a day to Scunthorpe from London and four back (the journey in either direction involves a change at Doncaster or at Grimsby) and on Sundays there is just one train from Scunthorpe to London: and that takes six hours to cover a distance of 179 miles! For a town which produces " much of the country's pig iron and steel ingots and castings" this struck me as almost incredible. I went by car. But I made a point of going to have a look at Scunthorpe station. Scunthorpe is a town of some sixty thousand people, and the population is rising rapidly: the station is a village station. Almost all the heavy stuff leaving Scunthorpe (and coming into Scunthorpe), which should use the railway, uses the roads; and the roads were not built for this sort of traffic. If you want a prime example of the lack of enterprise and of the inefficiency of British Railways, go and have a look at Scunthorpe station.

Entering Scunthorpe by road (I used the Gainsborough road) is a surprising and pleasant experience. Except for one group of tall chimneys on the skyline, there is nothing to suggest that you are entering a big industrial town. That bit about " streets and living conditions as pleasant as those in purely residential towns " is quite true. The outskirts of the town, even in what might be called the artisan districts, have wide streets, many tree-lined, and the grass verges are kept mown. The only difference between these and the executive districts lies in the size of the houses and gardens. There are, too, good open spaces and parks, well planned and planted. Altogether, you get the immediate impression of prosperity and of a Borough Council that take trouble.

But the farther you get into the town, the bigger the contrast. There is no town centre and no town hall, and the High Street is a real shock. It is unlike any other High Street I have seen anywhere else in Britain in a town of comparable size—well, don't let us beat about the bush: it is unlike any other High Street I have seen anywhere. In its whole length (and it is a long street) there is only one example of modern commercial architecture and that is one of the shops of the Co-operative Society. What has happened in Scunthorpe is that a shopping street has been fashioned, as cheaply as possible, out of what was, not so long ago, a street of late-Victorian working-class cottages, many of them terraced: all that has happened is that, with few exceptions, the front parlours have been converted into shops, with here and there a couple of houses or so knocked together to give more window space.

On a first walk down the street, the effect of the whole is gimcrack in the extreme. The farther down you get, down towards the factory area, where the street narrows, the shabbier does it become. Taking a casual look at that street, you would never think that Scunthorpe was prosperous. But one of the most certain ways of gauging the prosperity of a town is to count the number of shops catering for women, their fashions and their hair-styles. You soon lose count in Scunthorpe. The competition must be fierce.

The fact is that Scunthorpe is a " boom " town, a " steel-rush " town. Many a man, I was assured, is taking home twenty to thirty pounds a week, and many of the wives work in the light industries that have come to the town in recent years. High wages have attracted a most cosmopolitan population. Irish (plenty of them), Scotch, Welsh, West Indian, Arab: you can hear every variety of British accent and many a foreign tongue in the course of a walk down the main street. At night, walking down that street, the night sky lit by the blast furnaces (yes, that bit is true, too: and I found the sight exhilarating), the variety of voice and colour, the rather trumpery architecture, drives home the impression of a boom town. This impression is heightened by the pubs, some of which put on a nightly variety show in the manner of the old Middle West saloon.

The truth of the matter would seem to be that Scunthorpe has been taken by surprise. Ironstone was not discovered in the district until a hundred years ago. The first furnace was established in 1864, but seven years later the population was only 616. After that, it seems to have doubled every ten years or so. Despite the fact this is one of the largest iron ore fields in Europe (with the ore near the surface and, therefore, easily and cheaply worked), no one seems to have expected what has happened in recent years: you can see that from the character of the building. Even when Scunthorpe became a Borough in 1936, no one thought it worth while to build a town hall. The place remained a village at heart. But now there are six great iron and steel works, and many subsidiary industries, and the place is just bursting at the seams—and bursting with energy, too.

Let me quote again from the official guide: " Scunthorpe, whilst acknowledging its indebtedness to its pioneers and founders, is essentially a Borough with a progressive outlook." That, too, is true: if, apparently, only just. Already, a big new store is being built in the main street. When that is completed the whole aspect of the street will change, for everybody else will follow suit, because they must. Already, there is a magnificent new Post Office, and close by a new town centre (which will have a proper town hall) is being developed. In a few years' time the boom atmosphere will have disappeared: Scunthorpe will have settled down as a big industrial town, as modern in appearance as all the rest. But it will not be nearly as exciting.

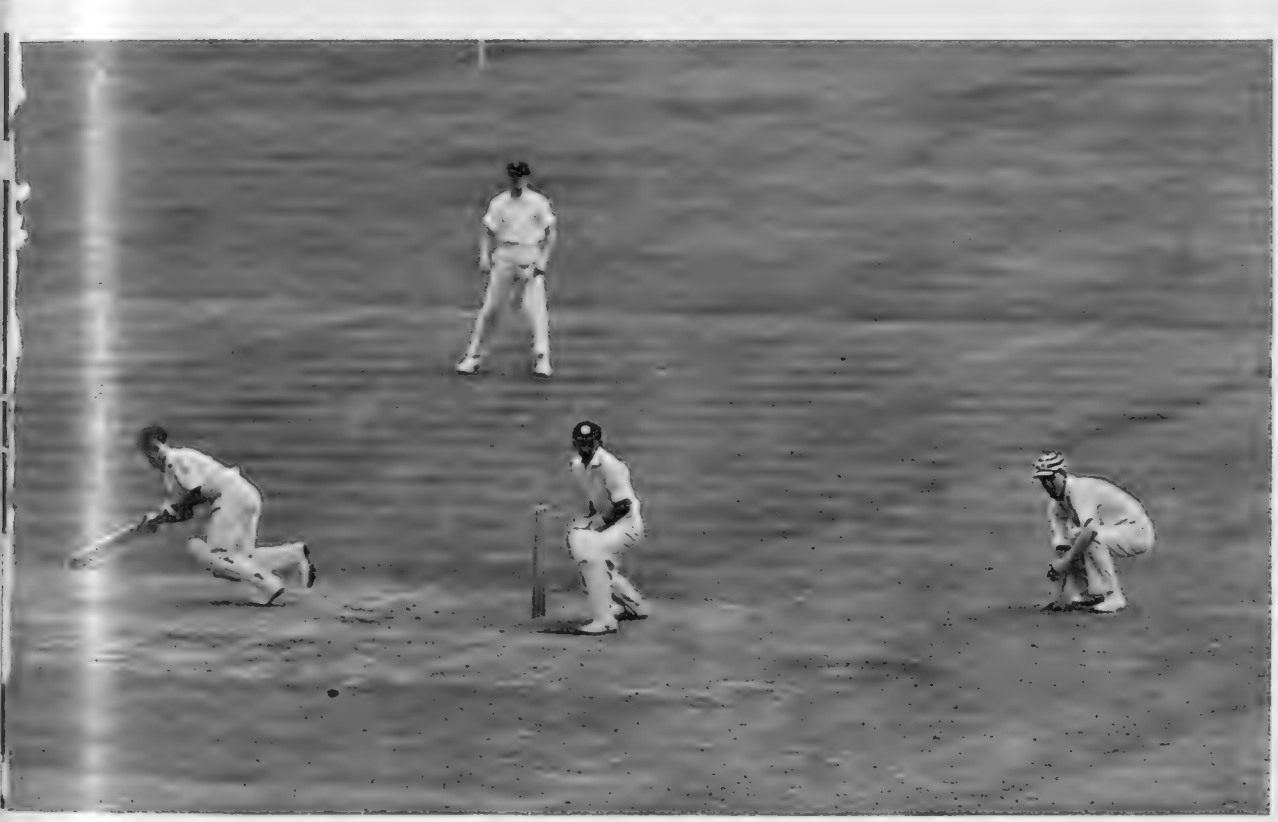
Watching the home side field in the game between Mill Hill and Manchester Grammar School, at Mill Hill

Manchester G.S. take the field, led by their captain, M. J. Rawlinson (wearing pads)

Mill Hill are led out by their captain, R. A. Furness (left foreground)

PUBLIC SCHOOLS CRICKET

MILL HILL v. MANCHESTER



D. V. Moss, of Manchester, scores a single. The wicketkeeper is A. W. Dyer, and fielders, P. P. T. Davies and R. T. Hillier

The hero of Manchester Grammar School's narrow victory in their away game against Mill Hill, in North-West London, was the all-rounder D. V. Moss. In fine weather, the match was played on a fast, true wicket. Mill Hill won the toss and batted first. Their opening bat, R. M. Scott, scored 35 before being run out, but none of the other batsmen managed to settle down, and at lunch the score was 84 for 4. Manchester G.S. took quick wickets after the interval and the score reached 108 for 8. The last two Mill Hill wickets then each added 20 runs and the innings closed at 147. Moss took three wickets for 40 in 18 overs, held one catch, and ran out two batsmen.

When Manchester G.S. went in to bat, the bowlers took two quick wickets to get back into the game, but then Moss was joined by his captain, M. J. Rawlinson, and at tea the score had reached 50 for 2. Although Rawlinson was bowled soon afterwards, Moss continued to score freely, having survived two stumping chances, while his partners defended against an accurate attack. At 139 for 5, Manchester G.S. appeared to be well on top, but N. D. W. Armistead took three quick wickets, all clean bowled. A run-out when Moss was trying to gain the strike brought the score to 146 for 9. But the last man in, I. N. Falconer, survived, to allow Moss to make the winning hit, leaving him 95 not out.

G. L. Drake (Mill Hill) is bowled for four

Another Mill Hill batsman, R. M. Scott, drives to the off

GABOR DENES

YACHTING

I have just received the first official announcement of the 1962 International Boat Show, which will be held at Earls Court between January 3 and 13. The Show, first held in 1954, reached its maximum size and international status this year, when the area of exhibits filled the whole of the hall, covering over 12 acres on two floors with 760 craft shown by 480 exhibitors. The number of visitors also reached a record of over 320,000. No increase in space is possible for next year, as the whole of the two floors was fully engaged. So it is hoped that the organisers (the Ship and Boatbuilders National Federation) and the sponsors (the *Daily Express*) will be able to make the best of the available area by exercising some form of selection when allocating the space, provided applications are in excess of this. It will not be an easy task, particularly if members of the Federation are involved, unless the range of standards, on which work was started some time ago, is established. I have bemoaned the fact for years that a few exhibits of questionable standards of workmanship and design lower the otherwise largely excellent standard of the exhibits, and if the demand for space comes up to expectation, here is a good chance for doing something about it.

It was found at previous shows, including the last one, that in spite of a very much increased entrance fee on the opening day, conditions became overcrowded, hampering the serious buyers and inquirers. To remedy this, the day before the official opening is to be declared a "preview" day, for which exhibitors will be able to buy tickets for their own serious clients.

I don't know of any other important yacht race which owes its existence to the initiative and sponsorship of a large industrial concern, and therefore the makers of "Export Woodbine" cigarettes must be congratulated for a pioneer effort and a first-class idea of promotion. They found an ally in the Royal Southern Yacht Club and together they are organising a most interesting yacht race on June 30 for the Export Woodbine Trophy and a number of other attractive prizes. They have chosen, for various reasons, a course of 78 nautical miles round the Isle of Wight by way of Calshot, Bembridge Ledge, Poole Bar, Calshot. The start will be at 8 p.m., and although this makes it a night race, some of the more difficult navigational hazards will be passed in daylight.

Only cruising yachts of over 19.5 ft. waterline length can enter, and International Twelves are excluded. Many entries have been received already, and about 70-80 entries are expected by the closing date, June 23. R.O.R.C. handicaps will be used, but instead of dividing the fleet into the usual three classes by rigid rating limits, it is intended to have five classes of roughly even numbers in each, as is often the case in America. To achieve this, the division into classes can only be made when all the entries are available, listed in order of rating. The prizes are most attractive. A silver wine cooler is the principal trophy, which goes to the overall winner, with 100 guineas and a silver cigarette-box and, to each member of the crew, a cigarette-box. The winner of each class will receive a silver trophy, 25 guineas and a silver ashtray, and there are prizes for the runners-up and souvenirs for every competitor. An interesting race and attractive prizes make for good entries and some of the best known yachts in Solent racing have already been entered.

Jolina III running before the wind with her spinnaker set. **Below:** *Aderyn* (No. 1) is followed by *Mercier* (No. 40). The three yachts are among those entered for the Export Woodbine Trophy, the race round the Isle of Wight

BRITAIN'S GREAT GOLF CLUBS

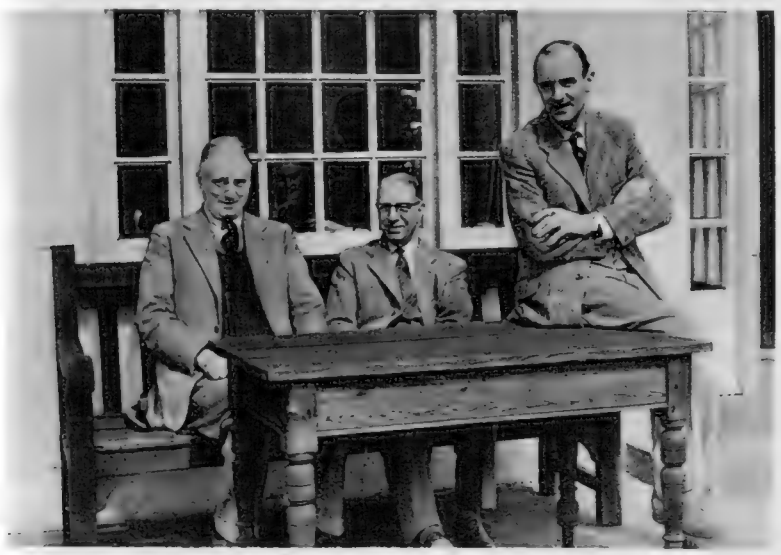
THE LINKS

at Newmarket

Situated near the famous racecourse at Newmarket, the Links Golf Club could hardly have escaped assimilating some of the particular atmosphere of horse-racing and this has added to its charm. Round the perimeter of the course are gallops with jumps and hurdles, used mainly for steeplechase training in the winter months. A quarter of an hour's walk across the heath from the Links brings the golfer to the Rowley mile course and the July course. The club has always drawn a percentage of its members from the horse-racing community: Sir Gordon Richards and Jack Jarvis are vice-presidents. Golf arrived in Newmarket well over fifty years ago, when Major McCalmont laid out a short private course on ground which was part a steeplechase course and part a polo ground owned by the Jockey Club, whose farm is close by the club house. Later the fine 18-hole course was laid out by the well-known golf course architect, Colonel Hotchkin. The club house was presented by the President, Lord Wolverton, as a memorial to his father, the 5th baron, who was President from 1908 to 1938. Hazards on the course are provided notably by trees, although there is a good selection of bunkers and gorse clumps. Total length is 6,276 yards, Standard Scratch Score being 72.

Next in this series will be Knowle Golf Club, Bristol, in the issue of June 17

Driving off at the short 9th, 146 yards long and one of the holes dating from when the course was first laid out



Lord Wolverton, the President; Mr. A. H. Richardson, the Chairman; and Mr. K. A. M. Bryant, the captain. **Right:** The secretary, Captain C. W. Boxall

Mr. A. Davies and Mr. H. Summerscales at the first tee

The Links professional, Jim Griffiths, gives instruction to Mrs. V. Everitt

Left: Mr. P. Cawston and Mr. E. H. Bell

Right: Mr. and Mrs. E. D. Moore; Mrs. V. Everitt; and Mr. R. Ware

At the 8th tee are Mr. F. R. Haslam; Mr. D. M. Hutton; Mr. C. W. Brown; and Mr. J. Pountain

TRAVEL

COUNTY CORK

By GORDON COOPER

The other day I encountered the happiest and most contented holidaymaker I have ever had the pleasure to meet. He was an ex-cavalryman who for two weeks was leading a gipsy's life, trundling along in a horse-drawn caravan through that most delectable of countrysides, County Cork. Like Hazlitt, he was travelling on his own, with liberty, perfect liberty, to think, feel, do, just as he pleased.

I, too, was on my own, having motored through to Cork from Wexford. Incidentally, there is an excellent night car-ferry service to nearby Rosslare from Fishguard. There is also a less frequent overnight sea link between Fishguard and Cork (direct), and cars are carried although early reservations are essential. You can also reach Cork by train or bus from Dublin. Spenser's beautiful city of Cork, "like an island fayre," is almost entirely surrounded by the River Lee. It is a city of bridges and has a picturesque "Continental" air.

Of present-day interest are three of Cork's churches: St. Finnbarr's Cathedral which is highly ornamented; Shandon Church with a conspicuous spire and bells that inspired Father Prout's immortal doggerel; and the Church of Christ the King which is modern. I stayed most comfortably at the Imperial Hotel, notable for its full-sized baths, a matter often ignored by many first-class hotels. The food, too, is excellent, as it is also at the Oyster Tavern where in season you can enjoy the sweetest of oysters followed by an incomparable grill. Not least of the joys of a visit to Ireland, in fact, comes from the wonderful fresh and tasty meals.

The annual Festival of Cork was taking place during my visit, the main feature being the choral events, with foreign competitive teams from England, Wales, Norway, Germany, Indonesia and Latvia. At the end of September there is also an International Film Festival. Six miles from Cork is the ivied, ruined Blarney Castle, standing in a lovely setting; but I did not clamber up to the summit of its tower in order to kiss the Blarney Stone.

South-east of Cork is the important port of Cobh, notable for its impressive modern Cathedral of St. Colman and for its half-finished monument to the victims of the *Lusitania*, sunk in the first world war. More suitable, however, for a holiday stay would be either Crosshaven or Ballycotton, both easily reached from Cork. The former has at nearby Myrtleville a most attractive hotel, the Bunnyconnellan, run by a kilted Scot. It stands right on the sea, with a rock-garden around the house. It would be my own choice in Cork for a seaside holiday, and the terms are moderate. Crosshaven itself is a well-known yachting centre. Ballycotton (Bay View Hotel rec.) is also attractive and it is probably the most renowned resort in Europe for deep sea fishing.

The hotel at Gougane Barra—a secluded lake in County Cork

Youghal, west of Cork, is an important seaside resort. More attractive for a holiday, in my opinion, would be Kinsale (Acton's Hotel rec.), a good deep sea fishing centre, while the town itself possesses many interesting ancient buildings. Not far distant, close to the western side of the Old Head of Kinsale, is Garrettstown, where there is good bathing and with recommended lodging in the modern Atlantic Hotel which overlooks the Atlantic.

For those content with a quiet holiday and non-pretentious accommodation, but the best in fresh food, fresh air and a fresh outlook on life, there is the Atlantic seaboard of West Cork. Here there are such delectable spots as Castletownshend (The Castle Pension), Crookhaven and Schull (The Haven), whence you can explore the rocky coast and fish. The climate is mild, and early summer and autumn are ideal for a visit.

Next is Bantry Bay, one of the most beautiful bays in Ireland. Bantry (Vickery's Hotel) has seen two attempted invasions, the first in 1689 in aid of James II. The second under General Hoche was in the time of Napoleon. Bantry House, which can be visited, contains many treasures. Angling enthusiasts could apply to Breen's Tourist Centre regarding the hire of boats for angling; also for riding holidays.

But the climax of this, perhaps the most exciting of all my Irish journeys, was Glengariff, a little village in a secluded valley encompassed by high mountains and with a sub-tropical climate and vegetation. Thackeray in his *Irish Sketch Book* was so impressed that he wrote: "Were such a bay lying upon English shores, it would be a world's wonder. If it were on the Mediterranean, English travellers would flock there. Why not come to see it in Ireland?"

From Glengariff, there is a superb trip to be made *via* the Healy Pass, from whose summit you get an unforgettable panoramic view. Another exciting journey is by way of Turner's Rock Tunnel to Kenmare. The gem at Glengariff is Garinish, which lies in the bay and is easily reached by motor-boat. (Gerry Murphy, by the way, is a helpful boatman.) This islet seems as though it had been lifted from a harbour in Sicily, with its colonnades and towers of Italian character, and its brilliant sub-tropical flowers. I can also strongly recommend Casey's Hotel, as excellent a hostelry as any in Ireland, while in the neighbourhood there are the two Ashley Courtenay recommendations: Ardnagashel House and Ballylickey House.

My return to Cork brought me to Gougane Barra, a quiet spot with its small lake and surrounded with noble hills. Here the Gougane Barra Hotel can be recommended.

There is a branch of the Irish Tourist Office (109 Patrick Street) in Cork, which is most helpful, while for general information there is the Irish Tourist Office, 71 Regent Street, London, W.1. W.T.A., Gillingham St., S.W.1, are agents for Irish caravan tours.

ESCAPING THE WINTER ON A LONG CRUISE

No longer are cruises to be confined to the Atlantic and the Mediterranean. The *Andes* this winter will be going on a West Indies and Pacific Ocean cruise, a new development which reflects the growing interest in the round Pacific voyages by the S.S. *Monterey*, owned by the Matson Line. The itinerary to be followed by the *Andes*, which leaves Southampton on Tuesday, January 9, 1962, includes Tenerife, St. Lucia, Curaçao, Cristobal, Balboa, Honolulu, Hawaii, San Francisco, Los Angeles, Acapulco, Barbados, and Madeira. Southampton is reached once again after this sixty-two-day voyage on Monday, March 12. The fares range from £527 per person for inside two-bedded cabins with private shower and toilet, to suites-de-luxe for two persons, comprising bedroom, sitting-room, private bath and toilet at £1,457 per person. The minimum price for an outside two-bedded cabin with private bath and toilet is £837 per person. The distance covered is 20,842 miles which at the minimum rate works out at about threepence per mile. The ship is now fully air-conditioned and the restaurant can accommodate all passengers at one sitting. With every cabin with its own bathroom or shower and toilet, and an enlarged lido-deck, the *Andes* is now one of the most delightful of ships. It is good to see that plenty of time has been allowed for shore excursions, including two days in San Francisco, as well as Los Angeles, so a visit to Hollywood is possible.

For those with less time, and possibly less money, the Islands in the Sun cruise of the Canadian Pacific's *Empress of England*, sailing from Liverpool on January 13, 1962, may be a more practicable alternative, Madeira, Tenerife, Las Palmas, Casablanca, Tangier and Lisbon are ports of call, with a day ashore at all of them. It is a pity that a little more time has not been allowed at Casablanca and Tangier, where excursion distances are greater than in Tenerife or Madeira. But if passengers get ashore promptly in the morning at Casablanca it would be possible to drive to Marrakesh and back before sailing at 8 p.m. Fares range from £85 for an inside upper berth to £280 per person for a two-bedded verandah suite with bath, toilet and sitting-room.

There has also been a preliminary announcement that the M.S. *Batory* will be sailing on December 22 from Southampton, it is believed, on a sixteen-day cruise calling at Malaga, Tenerife, Las Palmas, Madeira, Casablanca and Lisbon.

Around early January 1962 the Pacific Line's S.S. *Reina del Mar* of some 20,000 gross tons, air-conditioned throughout and fitted with stabilizers, will leave Liverpool for Valparaiso on a fifty-seven-day round voyage to South America, although it seems more of a cruise than a round voyage since ports of call include La Rochelle, that charming Mediterranean fortress on the Atlantic coast of France, Santander and Vigo in Northern Spain, La Guaira in Venezuela, Curaçao and Cartagena in Colombia.

W. D. C. C.

Piles are laid to carry a light railway along a nearly emptied canal running from the Grand Canal in Venice. In the background is the Ponte de Ca'Zaguri. **Left:** In the photograph taken from the opposite direction a start has been made in laying the lines on the piles. From time to time work has to be carried out in the canals of Venice both to clear the waterbed and to enable repairs to be made on the foundations of the surrounding buildings. The pictures on this page show the preliminary stages of such an operation. The canal has first to be dammed so that the water can be drained from it. Then the railway is laid. Along it trucks carry away debris and silt and dump them in the open sea. When the canal has been cleaned, buildings can be inspected for repairs

CLEANING A VENICE CANAL

Photographs by A. F. KERSTING

BOOKS

AN "ENIGMA" REMEMBERS

The autobiography of T. S. Matthews; playwrights on their craft and other non-fiction; and this week's novels

Mr. T. S. Matthews, known to his many, many friends here and in America as Tom Matthews, has written a marvellously good autobiography, NAME AND ADDRESS (Blond. 30s.). I will not say that it is amazingly good because no one who has either known him, experienced his editorial capacity or been the happier for his companionship could sensibly be amazed by his writing so well. When he was younger he did, in fact, write both novels and poetry, all of which showed style, imagination and a certain power. So much for the writing; then for the content, which can scarcely be better described than in the words of Robert Graves. "Tom Matthews," he has written, "has always been an enigma. . . . Why didn't he become a bishop like his terrifying father? He could have carried a pastoral staff with equal aplomb. Or a millionaire tycoon in Ivory Soap, the family business? He has great executive gifts. Or a full time writer! . . . Why did he spend the best years of his life slaving for *Time* (of all man-eating magazines!) and eventually editing it for seven years? We could not guess. This brilliant autobiography supplies the answer; and the pay-off about his final breach with Henry Luce of *Time* is what we have been waiting to read for years." I will only add that many of us will enjoy, quite as much, the earlier half of the book in which Mr. Matthews writes of his childhood, school and university life (he was at New College, Oxford) and his first essays in journalism.

Mr. Toby Cole has edited a valuable book, compact, small and pleasantly produced, which contains some of the more revealing and illuminating thoughts of PLAYWRIGHTS ON PLAYWRITING (MacGibbon and Kee. 21s.). The first section of the book is concerned with *Credos and Concepts* and in these passages playwrights such as Zola, Galsworthy, Brecht (what a contrast between the latter two!), Shaw, O'Neill and Ionesco are quoted on the subject of their aims and their philosophy. The second half of the volume shows the playwright at work, discussing methods, technique and sometimes practical expectations. Strindberg, for instance, wrote that: "Theatre has long seemed to me . . . a Bible in pictures for those who cannot read what is written or printed." Chekhov, having written *Ivanov*, is of the opinion that "It shows it is too early for me to begin writing plays." Arthur Miller, in a long essay about *Death of a Salesman*, writes that the first image that occurred to him which was to result in that play was "of an enormous face the height of the proscenium arch which would appear and then open up, and we would see the inside of a man's head." Ibsen is the earliest; John Osborne, Tennessee Williams and Ionesco among the most recent of the successful and significant playwrights whose highly personal views are stated. In so neat a compass there is wisdom, example and the spectacle of craftsmen at the very heart of their matter.

MAJOR MIKE BANKS, the author and explorer, has just published a new book, *Snow Commando* (Burke. 12s. 6d.), the first in the publishers' series, "Modern Men of Action." He tells of his adventures in the Alps, the Himalayas and the Arctic, and of parachuting and commando training. Major Banks led the first climb, without oxygen, to the summit of Rakoshi, in the Himalaya

In the eleventh of the new series of Mercury Books, THE IDIOM OF THE PEOPLE (Mercury. 8s. 6d.), Mr. James Reeves has edited a collection of English traditional verse from the manuscripts of Cecil Sharp and has supplied a long and admirably clear introduction to the subject which naturally includes a tribute to the man whose life's work, contained in some fifty notebooks, is now preserved in Clare College, Cambridge, to which he left them. I know of no volume comparable with this one of Mr. Reeves' and welcome its re-appearance in this practical and attractive form.

Many of the sour old saws about money not being everything and a fool and his money being soon parted have been illustrated in recent years by the depressing careers of men who have suddenly won dazzling vast sums in sweepstakes or football pools. By no means all of them, it could sanctimoniously be said, have been happy and some of them don't even appear to have had much fun for their money. Secretly, all of us think that *we* would be able to control and enjoy such a rocket ride to riches, but that is another thing. Now Mr. J. I. M. Stewart has written a novel on the subject, in THE MAN WHO WON THE POOLS (Gollancz. 15s.), and has created as the hero an agreeable young man of sound though not priggish principles, who faces this rare problem modestly but with a built-in toughness of spirit. No Angry Young Men here, but a delightful and mature book which is a pleasure to read.

THERE IS NO REFUGE (Heinemann. 16s.) is Miss Gwen Kelly's novel about an Australian family in the '30's and '40's. The writer does not deal with the outback. There is not a kangaroo or a goana from beginning to end, but instead the portrait of a closely bound and more or less devoted group of people; mother, father and five daughters, living in a series of Sydney suburbs and getting

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TOWN HISTORY

A visual record of urban growth

Sir Richard Livingstone, a former Vice-Chancellor of Oxford, once commented "it is strange that a people which had to its credit the architecture of the Georgian Age and which created the most beautiful villages in the world, should have built Leeds, and Manchester and Sheffield." Well, we have done all these things, and the variety is extraordinary, as Geoffrey Martin shows in his contribution to the series "A Visual History of Modern Britain," THE TOWN (Vista Books. 25s.). Mr. Martin has made the text of this most interesting volume complementary to the 233 pictures that follow it. Architecture and town planning (or the lack of it) are here related to the society they served. We see places like Sheffield growing helplessly but hopefully in the industrial age; John Wood's Bath designed as the setting for a small and privileged society; and London unable to avoid the obesity, the middle-aged spread, which should be the dread of every town. Mr. Martin's survey is a truly revealing one, and should give us all pause for thought at what the future may bring if our towns and cities come to be dominated even more than they are now by the motor vehicle.

Peter Schmid in INDIA: MIRAGE OR REALITY (Harrap. 25s.) also dwells at length on planning problems. Whether he is asking us to admire a street in Katmandu, the Taj Mahal in all its delicate splendour, or the modern city of Chandigarh, the brash new capital of the Punjab, you can be sure that you are in the presence of a very shrewd observer. Chandigarh Herr Schmid does not like. It is described as a town built by baboos for baboos (senior Civil Servants), and divided soullessly into sectors and blocks. The author quotes a great deal of criticism by Chandigarh's residents of the new building, but few architects would probably agree with these strictures. In provocative mood Herr Schmid has wandered through the great sub-continent. The result is a stimulating and intelligent travelogue.

Alistair Horne's CANADA AND THE CANADIANS (Macmillan. 30s.) is written in the same observant manner as Herr Schmid's Indian survey, but perhaps not in quite the same critical spirit. One of the great intangibles of Canada, declares Mr. Horne, is the tremendous sense of excitement that it radiates. There there is no time to be bored; her material growth is breath-taking in its pace. Of all the provinces the author puts most faith in Alberta. Even if North America changes hourly the advice, then, seems to be the same as it was in Horace Greeley's mid-19th-century heyday in New York, "Go West, Young Man."

It has been asserted by outspoken opponents of the interplanetary idea that space travel is "utter bilge." If this view emerges from a deep-seated philosophical line of thought it may have some importance, but the inescapable truth is we have entered a new age and man has broken the bonds that keep him close to the earth. P. E. Cleator, a pioneer who played no small part in founding the British Interplanetary Society in 1933, has written AN INTRODUCTION TO SPACE TRAVEL (Museum Press. 15s.). The author covers in non-technical language some of the many problems that lie ahead, especially in effecting a landing on the moon, and finally joins with Andrew Haley in the sentiment that if life is found to exist on other planets we should not intrude until we ascertain that we are in some measure welcome.

Finally here are two books for the more down-to-earth traveller. YOUNG EUROPEANS TRAVEL GUIDE 1961 (MacGibbon and Kee. 21s.) is edited by Peter Latham. The guide is produced primarily for young people between sixteen and twenty-one, and it is quite extraordinary in its range of information. LONDON (Harrap. 21s.) is a delightful souvenir album of photographs in colour. It is published for the British Travel and Holidays Association, and although it largely keeps to the beaten track it will constitute for many a delightful reminder of their days in London.

R. C. E.

through the dilemmas that continually face them through the father's sporadic periods of employment and a consequent lack of money. In varying degrees the girls grow up with religious convictions and the most strongly held are by the child who is second to youngest. Insecure by her own childish reckoning and conscious that her older sisters have other loyalties, she turns to the evangelical faith and accepts adult baptism, only to have a revulsion of feeling soon afterwards. This is a novel of character rather than one of plot, written with story-telling compulsion by an author to remember; an author with a future.

ONE FOOT IN THE CLOUDS (Hamish Hamilton. 15s.) is a novel with far less appeal to compassion or to serious thought. It is nevertheless worth reading for its candid transcript of thought and opinion as it may be registered in men and women in their twenties and early thirties, and may also be said to have eye-opening qualities. Mr. J. Gathorne-Hardy, whose first novel this is, makes his points with a sense which is reasonable in a contemporary setting and is as far removed from sentimentality as a Victorian greeting card is from a 1961 off-beat message of tempered insult.

THE WEDDING BAND (Gollancz. 15s.) marks the advent of a new talent. Mr. Samuel Yellen has written, in an exceptionally brief compass for an American novel, about the marriage between a Christian girl and the Jewish immigrant from Europe, to whom she taught English at night school. It is contrived without self-pity or unnecessary drama and is wholly readable.

THE REAPERS (Faber. 18s.), by Mr. William Rayner, is another first novel, this time dealing with a community in Central Africa where a decent and liberal-minded civil servant is faced with a personal and domestic problem and, on the wider scale of his work, an important public decision which inevitably will have repercussions. Mr. Rayner already has the authority of a natural writer and this carries him through, with a fair amount of success, to a reasonable and always readable conclusion. I was pretty impressed with this book, quite apart from its obvious contemporary value.

Herr Heinrich Boll is, we are told, one of the most distinguished of current German writers. His new novel, BILLIARDS AT HALF PAST NINE (Weidenfeld and Nicolson. 18s.), has been translated by Mr. Patrick Bowles and has a theme which is intended to be symbolic of the rise, decline, resurgence and last war defeat of the German people. Impressive and containing a note of true optimism.

Thirty-two years ago Mr. John Cowper Powys presented WOLF SOLENT (Macdonald. 25s.) to a largely appreciative public and largely is the word for anything which Mr. J. C. P. has written. Now it is republished and it is, in every sense, just as stunning. Dorset, Somerset and Dorset again are the *venues* and the story cannot be compared with any saga, or any brisk historical reconstruction, which have yet appeared. Connoisseurs, take heed.

And so to two novels, each of which could properly be described as historical reconstructions. JESS (Macdonald. 16s.) is by Mrs. Marjorie G. Lowe and is a romantic tale of early Victorian England and the bitter results of a childhood directed by the Poor Law Guardians. Gipsies, Victorian tycoons and landed aristocrats come into the tale and if it has a happy ending it is no credit, the author implies, to the prevailing law of the land. THE KING'S AGENT (Redman. 18s.) takes the reader back to the days of James II and the atmosphere of intrigue and counter-plot which surrounded seventeenth-century royalty. Mr. J. Kent Clark has a confident and lusty manner as he swings the story along and should soon have a respectable following.

Vernon Fane

Lady Anne (Jill Dixon) and Richard III (Christopher Plummer) in a scene from the Stratford production

Buckingham (Eric Porter) and Queen Margaret (Dame Edith Evans)

RICHARD III

at the Royal Shakespeare Theatre

To Elizabethan audiences, basking under Tudor affluence, the none-too-distant past of bitter internecine strife was a period to be abhorred. Shakespeare, like other Tudor propagandists, raised the mis-shapen Richard III to the status of King bogey-man. He epitomised the wielding of arbitrary power from which no man was safe. But Shakespeare's play is more than polemic; it is a chart of the devious rise to power by intrigue. The production at Stratford gives a clear-cut exposition of the strife of faction against faction, centred on the gloating figure of the crooked Richard. Christopher Plummer in the title-role captures his audience's attention by Richard's delight at his skill in his own machinations. Unavoidably he follows Sir Laurence Olivier's definitive portrait of a sardonic, mesmeric monster.

Lady Anne; the Duchess of York (Esmé Church); and Queen Elizabeth (Elizabeth Sellars)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Robert Barlow

Sir Robert Barlow is president and a director of The Metal Box Company, which has forty factories in Britain, and twenty-five more overseas, producing containers of metal, paper and plastics. It also makes specialised machinery for its own use and that of its customers. Sir Robert has been a leading force in the rise of the company's fortunes: in 1930 it had sales of £1,500,000 and sixty shareholders, to-day its sales are over £90,000,000 a year and there are nearly 30,000 shareholders. Robert Barlow was born in 1891 and educated at the Grocers Company's School. He joined his father's business of tin box making in 1907. In 1928 he visited the U.S. to study their techniques in the industry which was at that time more advanced than in Britain. Two years later American interests formed the British Can Company which acquired certain English tin box makers and sought to acquire Barlows. In order to remain in competition, Barlows joined Metal Box and Printing Industries Ltd. (now The Metal Box Company), a loose association of five firms. Robert Barlow went again to the U.S. and negotiated a technical agreement with Continental Can Company, which, in effect, still continues. Later, the American interests offered their controlling shares of British Can to Metal Box, which then became a public company. Sir Robert was appointed the company's managing director in 1930 and its chairman in 1941: he retired from the chairmanship last year. During the Second World War he served in the Ministry of Production as the chairman of the Industrial Panel, and was knighted in 1944. He is married to Margaret Rawlings, the actress, and they have one daughter. Sir Robert Barlow lives near Wendover, in Buckinghamshire. In his own words, he has no hobbies but many interests

MORE MONEY FOR HOSPITALS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

The Queen is accompanied by Mr. Enoch Powell as she tours St. Bartholomew's Hospital, London

The Henry Butlin Ward, consisting of a number of four-bed units, in the newly opened Queen Elizabeth II Wing of Special Department Wards at St. Bartholomew's

A message from—
the Rt. Hon. J. Enoch Powell, M.B.E., M.P., Minister of Health

I welcome this feature in The Sphere *drawing attention to the important developments which are taking place in the hospital building programme, and which amount to the opening of a new phase in the history of the Hospital Service.*

Until this year the hospital authorities in England and Wales—the fifteen Regional Hospital Boards and the thirty-six Boards of Governors of the teaching hospitals—have not been able to proceed with firm planning for more than two years ahead. In January of this year I asked all the Boards to prepare a plan for the work they would like to see started within the next ten years. These plans, when they are brought together into a national plan, will enable us to see a pattern or framework of the hospital service as far as the mid-1970's.

The task now is to increase the volume and the rate of hospital building, and to ensure that all the necessary technical resources are mobilised and effectively applied in maintaining the momentum of the work. By 1965/6 I hope that the annual expenditure on hospital building will have reached £50,000,000.

The less first-hand evidence most of us gather regarding hospitals, the better we like it. To the healthy person who is lucky enough to know little of the inside of them, what he sees from the outside of those that he knows by name is often somewhat dingy or forbidding. In London, for example, many of the great names are attached to rambling buildings that look rather as if they just growed, like Topsy. Even when they have recognisably been constructed for their purpose, they are now constricted on inadequate sites, lapped around by noisy tides of traffic and doing their job under visibly difficult physical conditions. Driving round the country, one occasionally does see a pleasant, newish hospital in the kind of surroundings that one feels care of the sick really needs; but in most towns and provincial cities the major hospitals look as inconveniently housed as in London, and often grimier.

This kind of sketchy impression—hospitals are a part of the social landscape that one tends not to notice unless one has to—may well be unfair. Experts who have a more comprehensive picture of the nature and state of the 3,000-odd hospitals dotted around Great Britain may hold a more favourable view. But one hospital in every five is over a century old, and two out of every three nearly seventy years old. There is solid evidence for the casual citizen's impression of the majority of hospitals as old-fashioned inconvenient institutions in which not even the most advanced and elaborate internal organisation can make conditions particularly happy for staff or patients. The bricks and mortar surroundings, at any rate, of say the outpatient departments of many hospitals are still vestiges of the most depressing form of Victorian institutional charity.

These hospitals represent a very substantial national investment. It would be almost meaningless to try to measure it in terms of original cost for buildings of which many are of such great age. But in the very crudest terms of "replacement cost" one might say that there was a net addition of about 4,500 hospital beds to the services during the first ten years of the National Health Service, a period in which capital expenditure amounted in one way and another to about £105,000,000. If one were very roughly to put the cost of building or rebuilding hospitals to-day at £4,000 to £9,000 a bed, on that basis it would imply a replacement value for the total of some 500,000 beds provided in British hospitals running into thousands of millions. And the notion is not merely a

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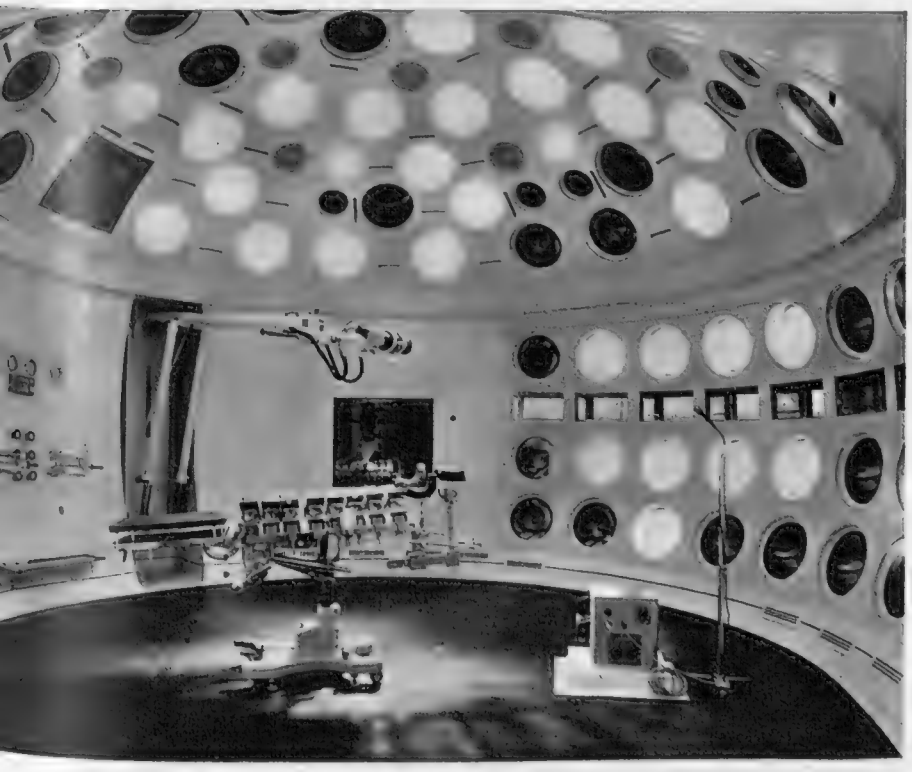

Left: One of the two ovoid operating theatres of the Department of Surgical Neurology at the Western General Hospital at Edinburgh. The theatres have pressurised aluminium domes containing operating lamps, general lighting, ventilating grills and viewing ports for the use of doctors, students and nurses

The new nurses' home, opened by the Queen, at St. Bartholomew's was built on a site adjoining the hospital by Richard Costain Ltd. Housing 150 nurses, it is twelve storeys high and incorporates a basement swimming-pool and a recreation hall

The new ward block for the Royal Orthopædic Hospital in Birmingham is part of a development scheme. Designed to give the patients pleasant surroundings, the two-storey reinforced concrete block, built by Gee, Walker and Slater Ltd., is T-shaped with the ancillary rooms in the short arm. Ground level is the children's section of thirty beds, and above is a women's section. Both floors are divided into small wards and single rooms

MORE MONEY FOR HOSPITALS

(*Continued from previous page*)

fanciful piece of figuring; a very large proportion of the hospitals does need to be replaced.

The £105,000,000 that was spent in the first ten years of the Health Service did not make a very visible difference to the state of the hospitals; there were too many arrears of replacement to make up, particularly after a period of short commons during the war years. A very large proportion of it had to be spent on patching-up operations, or on the improvement to a limited extent of old buildings that are nowadays hardly up to the standards of modern general hospitals. This is a process that can soak up very large sums of money without bringing very considerable returns in terms of improved facilities; it is not nearly as productive a form of investment as putting money—in much larger single sums, admittedly—into the building of new hospitals.

In the early post-war years, hospitals had to take their place alongside other forms of social investment in the queue for finance from the Government, and alongside all other forms of capital project, social, business, and private, in the queue for the available physical resources of construction. It was not until 1955-56 that yearly capital expenditure on the hospital services exceeded £10,000,000 but since then there has been a welcome acceleration. This year it is expected to be about £31,000,000; and the Government has committed itself to the intention to raise this to £50,000,000 by the end of the next five years. Every Minister of Health has associated himself with particular developments of the Health Service; Mr. J. Enoch Powell, who has been a fairly severe critic of some parts of the burgeoning of current expenditure on this Service, has from the time of his appointment singled out hospital development as one element behind which to put his own particular personal backing.

The programme of capital spending to which the Government is now committed is a very large one; it compares with a recommendation in 1956, from the first independent review of the whole Health Service, that £30,000,000 a year needed to be spent for seven years, and a more ambitious suggestion from the British Medical Association in 1959 that £75,000,000 a year was needed for ten years. The Government obviously cannot commit itself to patterns of spending too far in advance; but the reform of procedure referred to in the Minister's message on the previous page, by which he invited hospital authorities to let him have, by the end of last month, all their proposals for hospital development up to the beginning of the '70's, suggests underlying intentions to continue spending on much the same scale, if not more.

This is not simply a matter of agreeing to put up the capital. The Ministry of Health, a year or two ago, set up its own architects branch,

A model for the new West Cumberland Hospital, Hensingham, under construction for the Newcastle Regional Hospital Board. The first phase, which includes geriatric and psychiatric units and costing £750,000, is expected to be finished shortly. **Below:** A model of the eight-storey Welwyn and Hatfield Hospital. Containing 330 beds, it will serve both new towns. Work began in 1959 and will cost £2,000,000

The main entrance hall, with the reception desk, left, of the Princess Margaret Hospital at Swindon, designed as a 600-bed general hospital. The first phase of construction, costing £700,000, has been finished

The Wolfson Institute for Medical Research was opened in May for the University of London Post-Graduate Medical School at Hammersmith Hospital. It contains three lecture theatres, a medical engineering department and other facilities. The main contractors were Holloway Brothers (London) Ltd.

The new boiler-house at the Queen Alexandra Hospital, Cosham, Portsmouth. **Right:** A bank of high-speed sterilisers in the new Guy's House surgical block, London

instead of relying on the Ministry of Housing and Local Government; and expanded a unit of architects, engineers and doctors that are conducting research into the design of hospital buildings. The eventual call on constructional resources, again, is only part of the demands on industry made by a big hospital building programme; it makes a peculiarly wide call on specialised engineering services.

In technical terms, a hospital is a very complex item of construction indeed. In structure, it may have something in common with the office block or the block of flats; in equipment, it is probably more akin to a factory; in diversity of services, it may be more demanding than either commercial or industrial building. Sick people make somewhat peculiar demands on services such as movement and communication throughout the building or buildings. Catering and laundry services have to be provided on a scale exceeding that of a hotel with a comparable amount of sleeping accommodation, because "room service" has to be the ordinary way of supplying meals throughout the establishment and one has to reckon, as a hotel never does, that all the involuntary guests will be eating all meals in.

Emergency power and lighting services, for example, have to be larger, relative to the total electricity consumption of the building, than probably any factory: there is often a double banked system by which essential lighting and power such as operating theatres are switched onto banks of storage batteries in the event of a power failure, until standby services can take over. Heating and air conditioning in parts of the hospital have to be provided on a massive scale. There need to be very comprehensive stock and store room facilities for many kinds of specialised items; a quite large provision for technical maintenance on the spot; and nowadays a growing range of specialised technical departments carrying out treatment or analysis that demands highly complicated apparatus. Moreover, this differs from most other kinds of operating organisation in that it has to provide for the majority of its employees to live on the spot or together within easy reach.

Even with the much increased scale of capital investment now going into the hospital service—there are some 200 major projects in train at the present time, with more steadily being started—only a comparatively small amount of the resources will be going into entirely new hospitals. On the last official figures available, for 1958-59, only just over 8 per cent. of capital expenditure was on new hospitals, though another 31 per cent. was being spent on increasing ward accommodation at existing hospitals. The two other biggest items in the total were for special medical departments, such as operating theatres, and for engineering services, which absorbed just under 20 per cent. of the whole annual expenditure.

The number of entirely new hospitals or wholly new wings and extensions of ward accommodation is growing as the increased programme gathers momentum; but it will always be limited. Demand for hospital accommodation tends to remain clustered in much the same centres of high population (though the pattern of illnesses for which people are admitted changes in some ways quite radically). Free sites are hard to find and expensive. And it is not quite as practicable to tear down a hospital and rebuild—over a period that would normally be several years—as it might be to tear down offices and redevelop them for a speculative profit. The services involved cannot as readily be interrupted or shifted into emergency quarters.

Building a modern hospital, or even a major extension to one existing, therefore involves not only a complex job for the building contractor concerned; it involves the ordering and assembly of a large amount of built-in technical services, plus big supplies of movable equipment and stores when the wards and diagnostic departments are ready to come into commission. Much of the equipment that a hospital buys, from beds onwards, is specialised to its own use: some of it is manufactured by specialised firms that concentrate on medical equipment and supplies, but there are also significant demands on general and electrical engineering companies who do quite a large business in this field. Of late this demand has widened considerably into the electronic field—for such items as radiographic equipment and various forms of technical therapy, but also for items such as radio communication by which key staff can be called wherever they happen to be.

A hospital is a social service, with virtually no "turnover" but with considerable running costs and great concern in improving the productivity of what, counted across the whole country, amounts to a sizeable labour force, of the order of say 250,000 doctors, nurses, and administrative staff. In a country where the cost of health services is steadily continuing to mount, it is vital that a hospital, which is not a business, should be businesslike in its operations. And this objective—as well as the comfort and encouragement of the patient—is a good reason for giving the service up-to-date and efficient hospitals to work in.

SWAMPS INTO RICE LAND

A reclamation project in British Guiana

The photograph was taken during the draining of part of the swamps on which the Black Bush Polder has now been constructed in British Guiana. The project was officially opened in April. The first rice crops had been planted a year previously

Right: A regulator for controlling the flow of water is in the process of building. Altogether some 30,000 acres of land have been reclaimed and, as well as the rice fields, there are four villages in the Polder. The contractors were Messrs. Pauling and Co. (Overseas) Ltd., also of London

A launch transports engineers

The agricultural lands of British Guiana lie along a coastal strip varying in depth up to thirty miles. Considerable areas are swamps, because of the heavy rains in the wet season. In recent years the British Guiana Government has realised that these lands are urgently needed to grow the rice on which much of the population depends for its livelihood. Various irrigation and drainage schemes have been undertaken, of which the Black Bush Polder is the most ambitious to date. It is in the region between New Amsterdam and the frontier with Surinam (Netherlands Guiana).

The project was mooted late in 1956 by the Department of Drainage and Irrigation. The British Guiana Government retained the services of the London consultant engineers, Sir William Halcrow and Partners. Their recommendations were accepted and tenders invited for

Concrete piles are cast at the side of a main drain. **Right:** Building the pump house for the Polder

Mibikuru sluice under construction. Large sluices of this type control the flow of floodwater being discharged from the main drains into the nearby sea

the construction. The contract was awarded to Messrs. Pauling and Co. (Overseas) Ltd., also of London. The cost of £2,750,000 was financed jointly by the British and British Guiana Governments.

Pauling's set to work at once on the gigantic task of draining some 30,000 acres of swamp. Great physical difficulties had to be overcome. Often men were working waist-high in water and machine operators in remote areas had to eat and sleep by their machines. Nevertheless, the Polder was completed almost a year ahead of schedule and was officially opened two months ago.

The facts of what has been achieved speak for themselves. Over three years a labour force of an average of 750 men (its maximum strength was 1,300) shifted 8,500,000 cub. yards of soil and constructed seventy-four bridges and numerous sluices and waterways. Four new settlement areas accommodate 1,500 families. Each has a 2½-acre plot round the house and a rice field of an average of 15 acres. New roads link the villages and the yield from the reclaimed land should be about 17,500 tons of rice each year. The fields are protected from flooding by a system of main drains and sea sluices. Some water besides rainfall is needed from time to time for the rice crops. A pumping station has been built on the nearby River Canje to supply this need.

The Black Bush Polder is yet another example of how British enterprise is assisting in a vital way in furthering progress in an under-developed part of the Commonwealth.

The discharge chamber of the pumping station on the River Canje

GOOD LIVING *By Ganymede*

The recently opened Terrace Room which takes the place of the former restaurant at The Dorchester offers many new features, apart from its pleasant, gay eighteenth-century decor, with its trellises, chintz, Regency hangings and festoon blinds. In the evenings a fifteen-piece orchestra (without brass and many strings) plays for dancing with hardly any amplification, very rare these days. But there are also many innovations in the very full and varied menu, notable for the concise explanation in English of the conventional culinary terms. M. Eugene Kaufeler, the *Maître Chef de Cuisine*, has added some entirely new fish dishes, which he has created for the new restaurant. *Suprême de Sole Louisa* is fillet of sole fried in butter and garnished with spaghetti and tomato. *Truite de Rivière Isabella* is trout, opened and boned, fried *à la meunière*, with *tomates concassées*, mushrooms and asparagus tips. *Crêpe de Homard Dorchester* is specially delicious, although perhaps a little on the rich side. The pancakes are filled with diced lobster cooked in a port and cream sauce, and served *au gratin*, covered with a *sauce américaine*. In *Gratin de Scampi Maison* the scampi are fried and served in a cream and sherry sauce surrounded by *duchesse* potatoes.

A place is given on the menu to another set of specialities which are cooked at your table. Generally speaking, I am not in favour of this practice, which is so often overdone, and can be really objectionable in the smaller, not so well ventilated restaurants. Besides, I would go to a particular place to eat the expert chef's cooking, and not that of the head waiter's, however skilful the latter may be. In this case, I suspect these dishes were included in the menu, because Mr. Terroni, the new manager of the restaurant, is a virtuoso of cooking over the "lamp." He is a *maître d'hôtel* with great experience, fully trained in all departments, including the kitchen. The chosen dishes were suggested by him and fully approved by the *Maître Chef*, whose co-operation is essential for their success. They are only served at dinner, as there would not be time at lunch, although Mr. Terroni assures me that the time they take to cook is only between 8-11 minutes, depending on the dish which is chosen.

The Terrace Room at The Dorchester

In each case, *all* of the cooking is done in the view of the guest, starting with the raw meat of the *Escalope de Veau Elizabeth* (cooked in butter with chopped onions and sliced mushrooms, *flambé* with cognac and finished with cream and butter), the *Rognons Robert*, the *Suprême de Volaille Terrace*, and the *Filet Minute Dorchester*. To finish off with, you can have an embellished version of *Fraises Romanoff*. In a short time these dishes have achieved great popularity, no doubt due to the well-rehearsed skill of Mr. Terroni, and the perfect organisation and support of the kitchen by sending in the "*mise en place*" for each dish accurately and precisely prepared. Special "lamps" are used producing greater heat, and therefore faster cooking, than usual, but the Terrace Room is efficiently air-conditioned, and so any of the undesirable side-effects of this type of cooking are happily absent.

I was glad to see in London M. François Bonnardel, director of Noilly Prat & Cie., whom I had last met a few months ago when he showed me round his firm's headquarters in Marseilles, together with his cousin and co-director, M. Pierre Pastré. This meeting brought back the memory of a most interesting day among the large vermouth-maturing vats and a gay and gastronomic lunch looking over the blue waters of the Mediterranean in warm sunshine.

The name of Noilly Prat has been for long years associated in our minds with one of the finest dry aperitifs, mixed with gin, in a "dry martini," or, as I prefer it, on its own. In fact, it has become known unmistakably as *the* "French" vermouth. During my visit to Marseilles I was told that another, sweet vermouth was to be introduced by the firm some time in the future. Now it has been announced in London, on the occasion of M. Bonnardel's visit, that the sweet vermouth is being made in a new factory at Turin, and will be known as "Noilly Prat Italian." I think this is an excellent move for Britain, where in many bars the order is often "gin and French" or "gin and It." We shall be able to have both varieties made by Noilly Prat without causing confusion. The new type of vermouth will not be widely available until September.

INDUSTRY AND THE STOCK MARKET

MACHINE TOOLS

By "THE SPHERE" CITY CORRESPONDENT

"The overall picture of the machine tool industry is encouraging." This recent report from Colonel C. W. Clark, chairman of Alfred Herbert, underlines the revival in the industry that has followed the upturn in capital investment. Colonel Clark, speaking as chairman of one of Britain's leading makers and distributors of machine tools, pointed to the "all-round improvement which we are well able to assess through the wide variety of machines in our selling programme." At present, orders are reaching the machine tool manufacturers faster than the industry can expand its output. This inflow of orders reflects the high level of overall industrial activity. In recent years machine tool firms have suffered correspondingly from the periodic checks to industrial expansion.

From 1948 to 1957, Britain's machine tool industry enjoyed almost uninterrupted growth and by the latter year deliveries had reached nearly sixteen times the value of 1935. But in 1958 credit restrictions at home and keener foreign competition led to a drastic decline in orders: by mid-1959, for example, these were down to less than half their 1956 peak. Even by the end of 1959, the industry had £20,000,000 fewer orders than at the close of 1957. But recovery had begun during the latter half of 1959, and since then the inflow of orders has continued steadily. Machine tool makers have benefited from the motor industry's recovery, from the easing of trade with eastern Europe and above all from the growing emphasis given to capital investment—through official tax encouragement and as part of many companies' policy.

Largest unit in the industry, in fact, the largest machine tool organisation in the world, is Alfred Herbert of Coventry. Herberts act as distributors for British and foreign tools, as well as producing their own. They are now believed to have sufficient orders on hand to guarantee full production throughout 1961. Like other machine tool makers, however, Herberts are unable to recruit all the skilled labour they need. It is partly for this reason that delivery delays in the industry have grown progressively longer, and now stretch to twelve to fourteen months for several machines. This, in turn, explains the mounting imports of foreign machine tools, notably from the United States. Though these machine tools are often a good deal dearer than their British counterparts, they are available at relatively short notice. In financial terms, Herberts are the giant of the British machine tool industry. For investors, the machine tool picture is complicated because the next two largest units, Asquith Machine Tool and Craven Brothers, have both encountered difficulties in recent years. Despite the expansion of the industry, Asquith's net profits in 1960 were only half their 1958 level, following the concentration on special machines and an acute shortage of labour. Craven Brothers, who are well known for their custom-built tools, also reported lower profits in 1960. Like Asquith, they were compelled to reduce their dividend.

For investors, Alfred Herbert thus appear the outstanding choice. Their assets total £20,000,000 and the £8,000,000 or so of cash and investments are a useful cushion for shareholders. Herberts' trading prospects appear encouraging, while there seems a possibility that the dividend will be increased this year, above its current 8½ per cent. tax-free rate. But Herbert shares offer only a 3½ per cent. return, and investors who are concerned with income might consider some of the smaller units in the industry which have shown a progressive record. One example is Coventry Gauge and Tool, whose 10s. shares can now be bought to yield nearly 4 per cent. In addition to producing machine tools and measuring instruments, Coventry Gauge have an important distribution business through their Rockwell Engineers subsidiary. Profits have expanded vigorously, apart from a check in 1957-58, and speaking last January, Sir Stanley Harley hoped at least to maintain the 7½ per cent. tax-free payment in 1961. A share issue, which raised £510,000, should meet working capital needs and the directors' expansion schemes. Machine tool manufacturers as a whole should gain important benefits from the current expansion in industrial investment. In the longer run, the industry should also gain from the accelerating trend to increase the ratio of capital to labour. This trend, which will be reinforced if the Chancellor introduces a payroll tax, recognises the steady rise in the cost of labour, one important feature of a fully employed economy.

Machine tool shares deserve a place, therefore, in any well diversified holding of equity shares. But investors should remember that the machine tool industry is notoriously cyclical. Buyers of machine tool shares must therefore be prepared for swings in profits and dividends, following changes in the pace of industrial investment as a whole. A second point investors should recognise is the growing competition from developing countries, and the U.S.S.R., who make the simpler types of machine tools. This is very much a long-term threat and even extra production of machine tools may prove inadequate to meet the growing demand from world industry. But on this reasoning investors should pay close attention to the specialist British machine tool makers, who should be well placed to withstand low-price competition. Companies such as Asquith and Craven Brothers should be considered for any diversified investment list, once their earnings trend has settled down to a more normal basis.

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MOTORING

OFF TO LE MANS

News of this year's motor racing season

By **COURTENAY EDWARDS**

With the Le Mans 24-hour sports car race taking place this week-end and another *grande épreuve* for Formula 1 cars—the Grand Prix of Belgium—scheduled for the Sunday after, international motor racing can be said to have changed up into top gear. I shall go to Le Mans for the classic motoring marathon with all my old enthusiasm, for this is a great gathering of the clans, but I am bound to admit that the race is not what it used to be, even if its unique atmosphere is still there. We miss the titanic battles between the factory teams of Jaguar, Ferrari, Aston Martin, Mercedes-Benz, Talbot and Maserati.

Some of these *marques* will be represented in this year's race but they will be mostly private entries with or without factory backing. Ferrari is the make most strongly represented in the entry list with ten cars, including four works-entered sports models. Porsche have also entered three factory-prepared cars. It is sad to think there will not be a single Jaguar at Le Mans this year, for the name of Sir William Lyons' product has come to be as closely bracketed with this race as that of Bentley in years gone by. The absence of even a privately-entered Jag is all the more regretted by reason of the fact that this will be the last Le Mans race for sports cars.

Next year the sports car manufacturers' championship will be replaced by one for *gran turismo* models. The Automobile Club de l'Ouest, organisers of the Le Mans races, will be catering for this formula in 1962 and in this year's event there are classes for both. Of a total entry of fifty-five there are thirty-three in the sports category (from 750 c.c. to 3,000 c.c.) and twenty-two grand tourers (any capacity over 1,000 c.c.). Fourteen makes will be represented this week-end. There will, alas, be only nine sports cars in the 3-litre class which in recent years has produced most of the excitement at Le Mans. There will be twenty-three cars from Italy, twenty-two from Britain, five from Germany and a similar number from France.

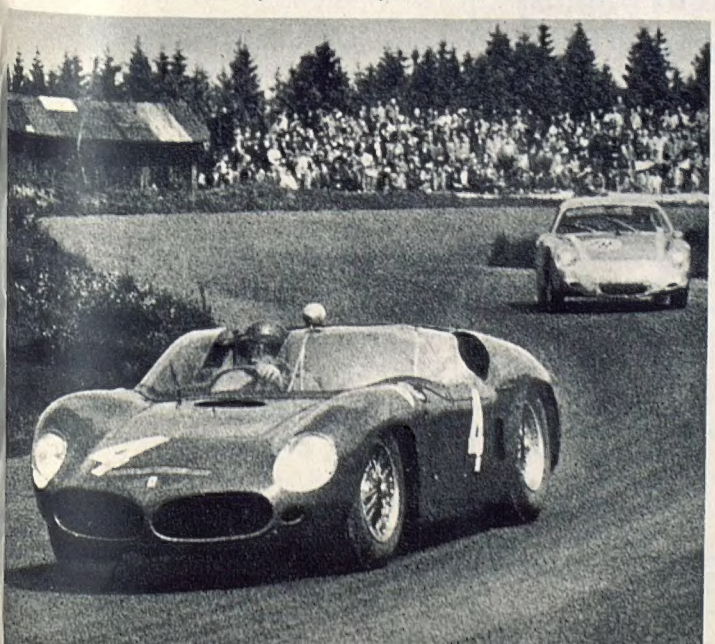
British entries include three factory-sponsored Triumphs, five Aston Martins (among them three by John Ogier, one by the Border Reivers team), six Lotus Elites (one of which will be driven for U.D.T./Laystall by Cliff Allison and Michael McKee) and two Sunbeam Alpines. Mr. David Murray's Ecurie Ecosse, which won the race with Jaguars in 1956 and 1957, will have a Climax-engined Cooper Monaco. Last year's race was won at 109·2 m.p.h. by a Ferrari driven by Paul Frère and Olivier Gendebien of Belgium. The Italian team had previously won in 1958 and 1954. Aston Martin were winners in 1959, just before Mr. David Brown pulled out of motor racing, and the great Jaguar factory wins were chalked up in 1951, 1953 and 1955.

Anchorage points for seat belts are fitted as standard on the B.M.C. mini-cars, as they have been since the beginning of this month for all current B.M.C. models

This is almost certain to be a Ferrari year in motor racing, in both sports car and Grand Prix events. The Italian team has made a promising start in both championships. In Grand Prix racing they have already proved that their new 1½-litre, rear-engined car with wide-angle V-6 engine is a much better car than the Climax-engined Cooper and Lotus opposition.

I say this in spite of Stirling Moss's brilliant win at Monaco in Mr. Rob Walker's Lotus-Climax, for in that memorable race Moss won through sheer virtuosity and in spite of having a slower car. The Ferraris got their revenge when Wolfgang von Trips won the Dutch Grand Prix at Zandvoort and Moss now shares the lead in the racing drivers' championship with von Trips. I predict there will be another Ferrari win on the fast Francorchamps circuit in the Belgian Grand Prix on June 18 and that this Italian car will dominate Grand Prix racing until the new Coventry-Climax V-8 engine now under development is ready for Britain's Coopers and Lotuses. For two years Britain enjoyed complete supremacy in this branch of motor sport thanks to a brilliant partnership between John Cooper, Jack Brabham and Coventry-Climax. It won't be a bad thing for the sport for Italy to have a turn.

Richie Ginther drives a works-entered Ferrari rear-engined sports car in the 1,000-km. race on the Nurburgring. He finished in third place. The next major race for sports cars is Le Mans this week-end



I suppose it is because the Ford Motor Co. have been so busy being taken over by U.S. finance, developing the new Classic and fitting disc brakes and sealed-beam headlamps as standard equipment to their Consul, Zephyr and Zodiac models that they have had no time adequately to celebrate their golden jubilee. They allowed this important anniversary to pass almost unnoticed but will have another excuse for a mild celebration in October on the completion of thirty years at Dagenham.

Ford of England came into being in March 1911, with a capital of £1,000, premises in London's Shaftesbury Avenue and (much more important) a dynamic young man named Percival Perry (later Lord Perry) as managing director. With a couple of dozen employees he began by assembling Model T Fords, which Henry Ford had started building in the U.S. in 1908 and which by 1927 had built up a production record of 15,500,000. Perry sold so many cars that he had to find bigger premises and he acquired an old factory in Trafford Park, Manchester, where Ford production continued until the move to Dagenham, Essex, in 1931. By that time the British Fords were American only in name and design, most of the components being fabricated in England.

The first all-English Ford—the 8-h.p. Y model—did not come until after the move to Essex. Lord Perry retained control of the rapidly-growing Ford empire in Britain until 1948 and the chairmanship is now held by one of the able lieutenants without whose help he could never have made the organisation one of Europe's biggest vehicle producers. To Sir Patrick Hennessy and to his 55,000 employees we offer belated birthday felicitations.

The name Castrol has always meant so much to British motoring that any developments affecting these big specialists in lubrication must be of wide interest. So let me put on record the division of responsibility which the chairman, Mr. L. W. Farrow, and his managing director, Mr. L. M. Broadway, have approved in regard to the four new assistant managing directors who start their new duties on January 1 next. Mr. Arnold Watson, famous war-time ferry pilot, will be looking after aviation, industrial trading in the U.K., technical development, research and the motor manufacturers' needs. Mr. L. G. Packham will have these overseas responsibilities: Castrol trading, industrial trading, purchasing and production.

Under Mr. C. E. R. Millidge's wing will come U.K. Castrol trading and the engineering division. Mr. Angus Barr will be kept busy with publicity, competitions, purchasing and production in the U.K. and with projects and development. I know these men well enough to say they can be relied upon to keep alive in the Castrol organisation the fine family spirit created by Lord Wakefield and the firm's enterprising technical policy.

Briefly. . . . Since June 1 all British Motor Corporation cars, including the "minnies," have had as a standard fitting proper anchorages for the use of Britax safety straps. . . . Motorists who are hay fever victims may like to know that Boots the chemists are advertising a new antihistamine compound which they say does not make you feel sleepy. . . . By the death of Mr. David John McDonald, at the age of sixty-four, motor sport has lost one of its finest characters. "Dunlop Mac" was for many years chief of that firm's team of racing tyre fitters. . . .

Mr. W. F. Graham, formerly sales and service manager for Solex, has been appointed group distribution manager in the U.K. for both Solex and Zenith to prevent needless duplication of retail sales and service networks. . . . The number of cars registered in Britain for the first time in April was 73,855 compared with 78,407 in April last year. . . . William Boddy, well-known writer on motor sport, has produced a book—*Montlhéry*, Cassel, 25s.—which should appeal to all lovers of competitive motoring. . . .

DRY FLY SHERRY

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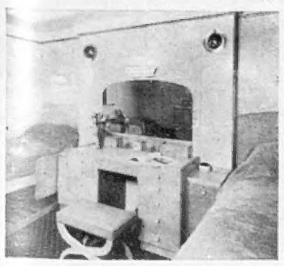

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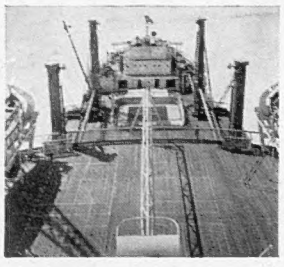

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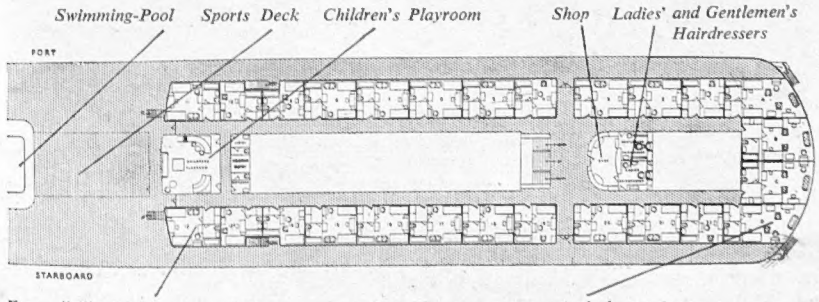

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